SAM0510
SAM0510 Scale Aviation Modeller International - May 2010 Vol 16 Issue 5
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...GES OF INFORMED COMMENT AND EXPERTISE

# Scale AVIATION Modeller International

IPMS UK & USA
Monthly Updates

NEW
Kits Previewed
Finns, SLUFs & Aardvarks

# Tornado IDS

## The Shape of Fins to Come

## INSIDE

**Suomi MiG-21**
The Shape of Finns Past
in association with Revell

**Circuits & Bumps**
Fiat G.50
in association with AIRFIX

**Exploring Dora**
Fw-190D in 1/48
in association with LUCKY MODEL.com

**Czech Out:** CMK

**Modellers Profile**
in association with Squadron

- Fairey Battle
- Supermarine Swift FR.5
- Jaxcon 2010 Show Report
- IAF Eagles and Falcons

**First Look:** All New Injection Moulded Henschel Hs 126

Vol 16 Iss 5 MAY 2010 £3.95
9 771356 053095 05

# Squadron Products

# Make it a Masterpiece

## F-80C Shooting Star

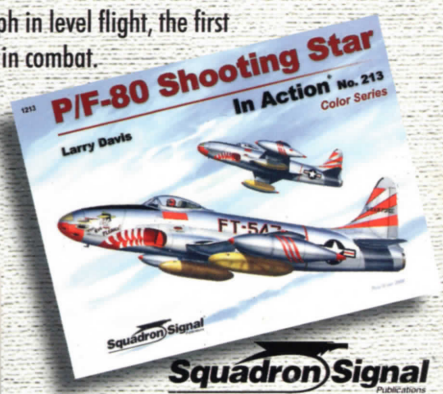
Kit and Accessories

**1:32 Scale**

**Czech Model**

The Lockheed-built Shooting Star was the first American production aircraft to exceed 500 mph in level flight, the first fully operational American jet airplane manufactured in quantity and the first USAF jet used in combat. Limited-run kit featuring injection-molded airframe with fine engraved panel lines, 2-piece canopy and detailed cockpit. Also includes resin details (including wheels and ejection seat), photo-etch parts (including color instrument panel). Decals for 3 USAF aircraft.

*CM3202* ~~*$79.95*~~ *$71.96*



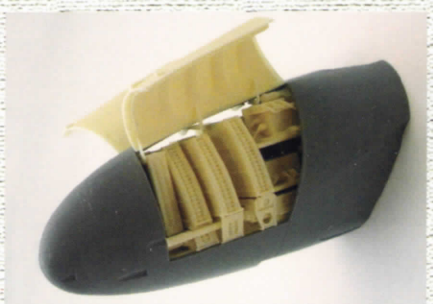

**Squadron/Signal Publications**

**P/F-80 Shooting Star In Action (SC)**
*SS1213*
~~*$14.95*~~ *$13.46*

AVIONIX

**Cockpit Set** Resin cockpit tub, 2 ejection seats (choice of early and late), rudder pedals, cockpit controls (throttle, joystick, and various lever), side walls, instrument panel, gunsight, and canopy deck detail.
*BLC32056* ~~*$30.00*~~ *$27.00*

True Details



**F-80C Gun Bay** Highly detailed resin nose gun bay, including gun breeches, magazines and access panels. For Czech Model kit.
*TD32459* ~~*$18.98*~~ *$17.08*

True Details

**Wheel Well Set** Highly detailed resin main wheel well/speed brake well, nosewheel well, speed brakes and various actuators.
*TD32458* ~~*$19.98*~~ *$17.98*

**1000 lb Bomb Set** 2 WWII/Korean War era resin bombs, includes Lockheed type F-80 wing pylons.
*TD32504* ~~*$11.98*~~ *$10.78*

**Napalm Bomb Set** WWII/Korean War era resin bombs (converted drop tanks). Includes F-80 wing pylons with sway braces.
*TD32505* ~~*$11.98*~~ *$10.78*

**Misawa Wingtip Tanks**
2 resin 'Misawa' pattern 265 gallon fuel tanks.
*TD32503* ~~*$6.98*~~ *$6.28*

**1950 Ground Power Unit** Korean War era resin 3-wheeled GPU with highly detailed control panel, access panels, fasteners, rolled cover tarp and louvered side panels.
*TD32506* ~~*$19.98*~~ *$17.98*

**F-80C 'Beer City Special'**
*MS320245*
~~*$12.00*~~ *$10.80*

**F-80C 'Strip N Stare'**
*MS320246*
~~*$12.00*~~ *$10.80*

WARRIORS

**F-80C Pilot Korean War**
Excellent resin pilot figure in casual standing pose holding his helmet and oxygen mask under his left arm; cast wearing G-suit over flight suit, life vest and baseball cap.
*WA54036* ~~*$15.99*~~ *$14.39*

**Korean War USAF Ground Crew**
Two 1950s era US Air Force aircraft maintenance men.
*WA54037* ~~*$29.99*~~ *$26.99*

**Marsden Mat Display Base**
Resin PSP texture airfield base.
*CD5031* ~~*$54.99*~~ *$49.49*

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# Two-Headed Dog

**By Gary Hatcher**

This month I am obliged to start off this Editorial with a few words about our sister magazine, *Military Aircraft Monthly*, or MAM to its friends. The fact is, we are now closer than sisters, as from this current May issue – which you will find somewhere on an adjacent shelf with the other aviation magazines – I will be acting as Editor of both titles.

In this capacity my brief from the publisher is to dovetail the contents, and to make *Military Aircraft Monthly* more accessible to the general aviation enthusiast, while still aiming its contents squarely at the modeller. With mutually supporting articles in the two magazines we aim to provide an all-encompassing package of modelling and reference that is both topical and of genuine use. All too often I am obliged to edit articles drastically, as there is simply no room in these pages for the amount of additional material provided. Henceforth we will have the luxury of a further eighty pages in which to expand upon a subject instead, so I invite all contributors wishing to offer original reference material along with their modelling articles to do so for consideration.

Some may regard this as a cynical ploy, to try and make readers buy two magazines. Actually we'd rather you bought three, as we have a rather super armour title as well, but at the end of the day the only way we are going to persuade readers to make such an investment is to provide excellence. This we will endeavour to do.

Talking of which, this month we are pleased to include a wide selection of modelling types and styles, the usual up-to-the-minute product reviews and, as usual, more magazine for your money than any other title currently on the newsstand.

And it's not going to end there...

SAMI

## ON THE SIDE

**MONTHLY PRIZE DRAW**

**Subscribers' Monthly Prize Draw**
**April 2010**
**Mr Lucas, UK – Kit**
**Mr Blievers, Australia – Kit**
**Mr Tait, UK – Kit**
Entry to the monthly prize draw is FREE to all subscribers.

## Academy

Big news – and we mean pretty big news – is the announcement by Academy of a 1/32 F-16I Sufa, due in April. This will bring a new two-seat cockpit and fuselage to the party, as well as new weapons, including AGM-130, GBU-31, and Python-4.

In the smaller scale a new version of the 1/72 Tomcat is offered as a VF-84 Jolly Rogers 1980 limited edition (#12426).

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# Dragon

Dragon's Master Series of 1/48 Wing Tech kits has received a boost with the launch of a Messerschmitt Bf 110D-3. 'The Bf 110D', Dragon tell us, 'based on the preceding C model, was a Zerstörer, specially designed for long-range missions. It came about in the aftermath of the Norwegian campaign, when the need for a long-range anti-shipping aircraft became apparent. The Bf 110D-3 was designed as a long-range maritime patrol aircraft that could carry two drop tanks, either 900 or 300 litres in size, and an ETC 500 bomb rack could also be fitted. One other modification was the lengthening of the fuselage in order to fit a two-man life raft in case the aircraft was shot down over the sea.'

Dragon/Cyber-Hobby's 1/48 kit of the type is more or less a scaled-down version of the 1/32 kits, and is offered in the Cyber Hobby Green Box range. Detail on the kit is finely executed, with panel lines carefully represented and all control surfaces movable. The kit also includes a highly detailed cockpit interior, for which photo-etched seatbelts are provided, and the model will include many parts made from slide moulds – this enables items like the machine guns to be moulded hollow, just in case the term means nothing. Hopefully they won't have overlooked those exhaust stacks this time...

The kit is expected in April, and carries a recommended UK retail price of £39.99.

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# Obituary

**Peter Wright 1958 - 2010**

Peter Wright (of Aeroclub), suffered a fatal heart attack while on a skiing break in France. Peter who was the trusted friend and colleague for 28 years of John Adams the owner, was only 52 and was seemingly very fit.

Peter, was well known to thousands of modellers, many of whom would have met him at model shows and events up and down the country when he was manning the Aeroclub stand. He also ran the mail order and sales side of Aeroclub – very efficiently – and looked after the white metal casting side of the operation. John dealt with the product design, masters and plastics engineering side.

Peter's hobby was railways and he was a noted authority on the historical and modelling aspects of the LMS and LNER. He was also a keen hill walker and skier.

He leaves a sister and her family.

This is a very difficult time for Aeroclub. John was planning to give Peter the business when he retired, and has now to reconsider what changes he will make for the future.

Understandably, and with immediate effect, the website is temporarily not taking orders, and customers are respectfully asked to please bear with Aeroclub at this difficult time while the necessary reorganisation takes place.

**John Adams**
**Aeroclub**

# HobbyBoss

Don't forget to keep an eye on the new releases here! HobbyBoss are really pushing them out at the moment with four key 1/48 kits turning into multiple options. The Hellcat, Tornado, Corsair and F-111 all get another helping this month, with the handsome A-7E and the Hellcat night fighter, both with US Navy markings, the RAAF's F-111C, and a Tornado ADV in Saudi and RAF colours, including the 56 Sqn. Firebird. This will look smart with some aftermarket 43 Sqn. Fighting Cocks stuck on it instead, as the red-tailed job may be a little ostentatious for some tastes.

Items newly listed for early release are:

- 80231 ZLIN Z-42M
- 87245 Rafale B
- 87247 Rafale M
- 80345 A-7E Corsair II
- 80355 Tornado ADV
- 80349 Australian F-111C Pig
- 80341 F6F-5N Hellcat

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# Build Your Dream!

# And the winners are...

## Your models of the year 2009

Once again the readers of some of the most respected European modelling magazines have voted for their favourite models of 2009 – and the results have been outstanding for Revell. Every kit shown here won your vote as the best models of the past year. Thank you for your support and remember to look out for our new 'vote winners' in 2010.

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ON THE SIDE

## Airfix

The Sea Vixen FAW.2 (#10106) is under way, and some new images have been released. It looks pretty good at this early stage, with wingfold, airbrake and cockpit all hanging open, but of course this is only an SLA prototype, used for checking the shape and size of the CAD design before taking the project into tooling. Once the shape and size has been verified final detail such as panel lines will be added to the design. Let's hope that whoever does the engraving this time uses a slightly less heavy hand...

The kit is due to go on sale in September 2010, but remember, it's a limited edition kit so pre-order with your local stockist to avoid any disappointment.

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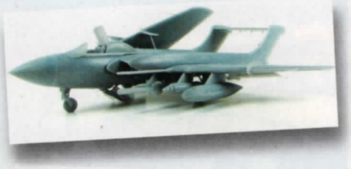

## Roden

Coming soon from Roden is the latest in the line of big de Havilland biplanes, the Airco (de Havilland) D.H.4 w/Puma #430 in 1/48. The kit should be available in the first half of April.

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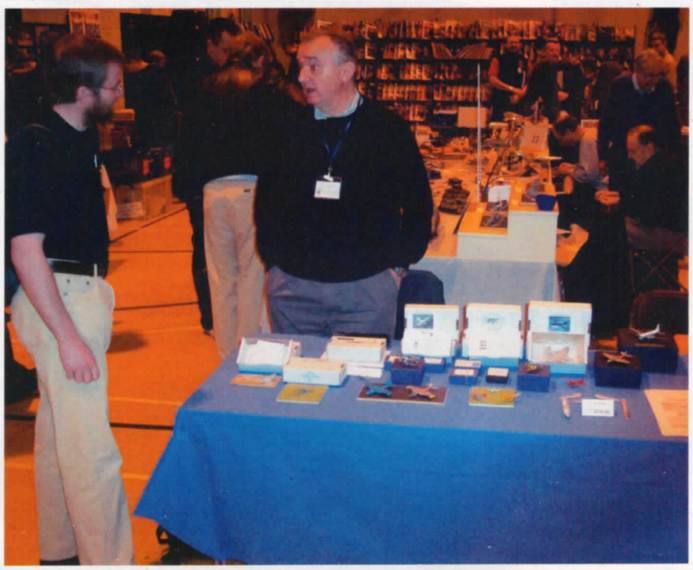
### Southern Expo

# Big Days out in Hornchurch

A number of English manufacturers use the Southern Expo in March to unveil their projects for the next six months and this year was no different with new items announced in all major scales.

Starting with the largest, 1/24 is having a bit of resurgence in recent years with Vintage Fighter leading the charge with their P-40 and P-47 series. On display was an early prototype of a Spitfire Mk 14 complete with poseable control surfaces and open gun bays. If all goes to plan this kit should be on sale at Telford in November.

At the opposite end of the scale, from Retro Wings in 1/144, we have two sets aimed at the Dragon F-18. The first supplies a white metal cockpit while the second enables you to fold the wings and pose the control surfaces. The long-awaited wing fold for the Revell E-2



Hawkeye will be available shortly, while future projects will cover the Revell Rafael.

The big news was from Model Alliance, starting with a limited-edition version of 300 Airfix Hawk kits in 1/72. What makes this kit special is that it will include markings for the 2010 air display aircraft from 4FTS at RAF Valley, and to ensure these marking are 100% accurate members of the team were on their way to RAF Valley after the show to photograph the Hawk before its roll out. These colourful markings will also be produced in 1/48 for the Airfix kit and 1/32 for the larger scale Hawk to be released later this year by Revell.

Model Alliance are working closely with Revell on the new Hawk kit and this means that by the time it reaches the market place they will have a number of complementary decals and resin parts ready to go. Also on their to-do list is a range of post-war vehicles, including three versions of the Leyland Grand Hippo refueller and the Taskmaster aircraft tug used on the V-bombers.

Which brings us nicely to their latest book, which is the largest to date, and will cover the Avro Vulcan; the book should be available by the time you read this.

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## Choroszy

A quick glance on the Choroszy website reveals some more enormous biplanes in the offing. Listed as new releases are the following:

#D10 AEG IV
#D11 AEG IVb
#A190 Phoenix Type A100 /A119
#A191 Phoenix Type A100 / A132

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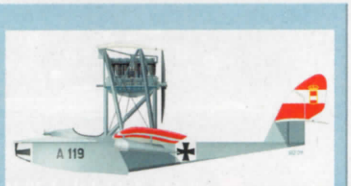
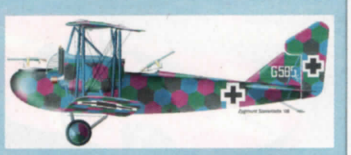
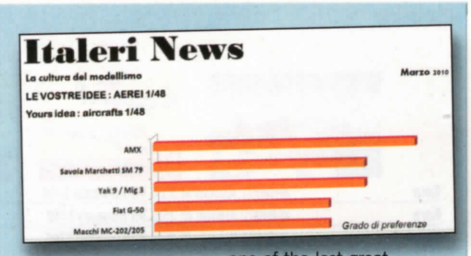




# Italeri




Who would like a 1/48 injection moulded AMX? Quite a lot of people by all accounts – not that there is any kit coming out yet, but Italeri have done an online poll of visitors to their website and posted some of the results. Guess what the top favourite for aircraft in 1/48 turned out to be...

AMX was top, SM.79 was second, and we are intrigued as to what the favourite was in 1/72, as this has not yet been released. Let's hope Italeri take the results to heart, as the AMX is one of the last great unkitted modern jets, and a 1/48 Italeri version will sit rather nicely next to their beautiful Hawk. Let's not vote for Come Dancing on Ice Factor this summer. Let's all go on the Italeri website and rig the poll: that's 2,657,375 votes for the Firefly Mk 7 in 1/48! That'll do nicely thanks.

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# Wingnut

The latest news release from Wingnut offers CAD drawings of some of the new kits we hope to see out this year. Looking ahead there are some exciting projects up and coming:

- 32023 Rumpler C.IV
- 32014 F.E.2b
- 32019 Pfalz D.XII
- 32021 Fokker E.1r
- 32022 Roland D.VIa
- 32028 DH.2
- Roland D.VIa

There seems to be no let up in the good news coming from down under!

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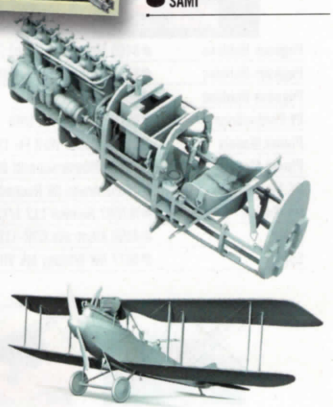



# This month in Military Aircraft Monthly:

- Airwars – Israeli Falcons and Eagles. Initial operations with the F-15 Baz and the F-16 Netz
- Airfix Airfile – A Trainer with Talons - the Hawker Siddeley/BAe Systems Hawk
- Black Flights - A look at the early-to-mid war Bf 110 Luftwaffe night fighter scheme
- Dora Explored - The brief but significant career of the Fw 190D
- Heavy Reckoning - The changing shape and role of the North American Vigilante
- Hyères on Alert - Aeronavale Choppers in action
- Lazy, Hazy Days of Summer - Looking forward to the approaching airshow season
- Swift...but not so Sure - The Supermarine Swift in passing
- New Kids on the Block - The youngest F-16 Squadron in NATO

- Plus US Patrol, Sector Scan, Stores Station, Book Reviews, International Events and letters.

Don't miss the essential magazine for all military aviation enthusiasts

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NEW IN MAY

# At a Glance

Great Heavens, what a lot we have to sift through this month! Lots of interest in this latest batch of new arrivals, but I would imagine the 1/48 Whitley will raise a few eyebrows. Valom's Fokkers, too, are noteworthy, while Trumpeter's big guns are out in a big way. Samolyot anyone?

| | | |
|---|---|---|
| AML | #72049 Lavochkin La-5 Soviet Aces 1/72 | £19.80 |

| | | |
|---|---|---|
| A Model | #72206 Samolyot 5-1 and 5-2 1/72 | £13.40 |
| Airfix | #02013 Ilyushin Il-2M3 Stormovik 1/72 | £5.99 |
| Airfix | #02031 Curtiss SB2C Helldiver 1/72 | £5.99 |
| Airfix | #04049 HS Buccaneer S.2B/S.2-C-D-S Mk 50 1/72 | £10.99 |
| Airfix | #50038 Junkers Ju 88 and Hawker Hurricane Mk IIB 1/72 | £16.99 |
| Airfix | #50077 Spitfire Mk IA 1/72 | £6.99 |
| Airfix | #50078 P-40 Kittyhawk 1/72 | £6.99 |
| Airfix | #50079 Hawker Typhoon 1/72 | £6.99 |
| Airfix | #50080 Hawker Siddeley Gnat T.1 Red Arrows 1/72 | £6.99 |
| Airfix | #50081 F-5 Freedom Fighter 1/72 | £6.99 |
| Airfix | #50086 Yak-9D 1/72 | £6.99 |
| Dragon | #3201 P-51D Mustang USAF 1/32 | £31.50 |
| Dragon | #5040 F-5E Lightning Reconnaissance 1/72 | £24.50 |
| Dragon | #5512 Messerschmitt Me 262B-1a with engine 1/48 | £35.50 |
| Eduard | #1148 Sukhoi Su-7BKL/BMK 1/48 | £35.70 |
| Eduard | #8097 Albatros D.III PROFIpack 1/48 | £17.99 |
| Eduard | #8421 Nieuport Ni-11 1/48 | £8.99 |

| | | |
|---|---|---|
| Encore Models | #32003 Fokker F.I Dreidecker 'Voss' 1/32 | £65.99 |
| Encore Models | #72004 Pfalz D.III 'Blue Max' 1/72 | £9.99 |
| F-rsin | #4449 ATR-72 Sabena 1/144 | £37.49 |
| F-rsin | #4450 Nord 262. TAT 1/144 | £32.00 |
| F-rsin | #4462 Martin 202 Lan Chile and Northwest 1/144 | £42.81 |
| Fujimi | #280141 F-14A Tomcat VF-2 Bounty Hunters 1/72 | £18.49 |
| Fujimi | #72200 F-4EJ Phantom II JASDF 1/72 | £14.50 |

| | | |
|---|---|---|
| Hasegawa | #09863 Sea King AEW.2 1/48 | £49.98 |
| Hasegawa | #09891 Mitsubishi A6M5 Zero Fighter Type 52 Tsukuba Flying Group 1/48 | £24.99 |

| | | |
|---|---|---|
| Hobby Boss | #80339 F6F-5 Hellcat 1/48 | £13.99 |
| Hobby Boss | #80340 Grumman F6F-3N Hellcat 1/48 | £14.99 |
| Hobby Boss | #80344 Vought A-7D Corsair II 1/48 | £27.99 |
| Hobby Boss | #80348 F-111A Aardvark 1/48 | £45.99 |
| Hobby Boss | #80350 F-111D/E Aardvark 1/48 | £45.99 |
| Hobby Boss | #80354 Tornado ECR 1/48 | £39.99 |
| Hobby Boss | #87246 Rafale C 1/72 | £11.99 |
| Hobbycraft | #1415 Hawk 75 Blitzhawk 1/48 | £27.99 |

| | | |
|---|---|---|
| Heller | #HE80367 Super Puma AS.332 M1 1/72 | £10.99 |
| ICM | #48106 Messerschmitt Bf 109F-4/R3 1/48 | £11.99 |
| ICM | #72223 Sukhoi Su-27 Russian Knights 1/72 | £18.99 |
| ICM | #72232 Heinkel He 70F-2 1/72 | £14.99 |
| Italeri | #1289 Drone MQ-1A/B Predator 1/72 | £13.99 |
| Italeri | #1290 SM.79 Sparviero 1/72 | £14.99 |
| Italeri | #1291 Tornado IDS 'Black Panthers' 1/72 | £10.50 |

# 580 MODELLERS

Not a bad attendance considering the weather outside.

## It's Snow Joke!

### IPMS Wakefield, Huddersfield Sports Centre, 21st February 2010

by Geoff Cooper-Smith

Well, the weather tried to ruin things again. Snow had been forecast, but nevertheless it was a shock to awake in the morning, see everything with a good covering of the white stuff and that it was still falling heavily. Although one of our happy band had to come from the Wirral for onward conveyance in 'Black Magic', we managed a right-time departure from the Cooper-Smith residence. The journey 'over the ridge' was extremely treacherous with just a single lane traversable on the M62 and only one gritter/snowplough seen the whole time.

First place in Class 2 and Best in Show was given to this Republic F-84 Thunderjet. This 1/72 masterpiece is scratchbuilt in solid wood!

Having lived for a good few years near Huddersfield, I knew the really fun bit was to come in the form of the 'long drag' down into the town itself; I was right too! Nevertheless we made it safe and sound and managed to unload without any calamity. When the show opened its doors to the public it was evident that Yorkshire grit had prevailed as there were remarkably few empty tables. Huddersfield is traditionally a very busy show and although, at a guess, the footfall was down all the traders were happy and agreed business was brisk. Evidently those who had made the effort to attend were determined to acquire! Alan Paul and his cohorts must therefore be congratulated once again on a terrific show; it will once again, without a doubt, be one of the highlights of the season.

A Dewoitine D520, resplendent in its stripes, achieved first place in Class 4

The highlight of the show, judging by the attention and comments it received, was undoubtedly the 1/24 Harrier T.4 converted from the erstwhile Airfix kit by our very own Peter Eccles (he came by train and stayed overnight to attend the show). At one point he had allegedly thrown it in the bin because he couldn't find one jot of information on the rear cockpit layout. However, he is very glad he attended with his Harrier as he made an important contact resulting in the provision of the required information and much more besides.

This Hasegawa Draken beat off some stiff competition to gain first place in Class 3

The Classic British Jet SIG put on an evocative BOAC display, replete with ephemera which included silver teapots with 'speedbird' handles

The really odd thing was emerging, once the show had closed to the public, into the sunlight to find the snow had virtually disappeared – it was almost as if it had all never happened!

We promised more WWI stuff and here is a cracking Bristol F.2B on the Bridlington & Wolds stand.

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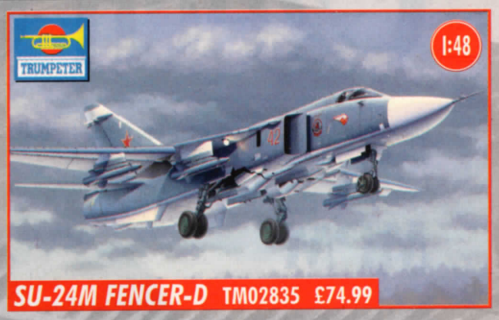


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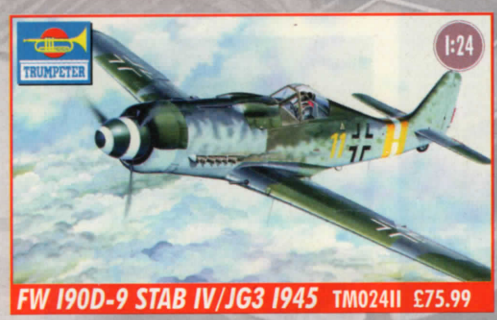


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# Czech Out

*In association with*

**Our monthly look at news from the Czech republic**
**By Colin Pickett**

## MPM

MPM had reason to celebrate the Nuremberg Toyfair as they were presented with one of the highly coveted Model-Fan Awards for their stunning X-1B 'NASA Modification Program' kit in 1/72 (#72168), a recommendation that can be applied to the whole range of MPM's X-1 kits.

Nuremberg also saw the introduction of some new kits with the main star being the Fiat BR.20 Cicogna in 1/48 (#48068), together with the Westland Whirlwinds, the Wirraway and the Fulmar Prototype Story.

Due soon from MPM are the 1/48 Breda 65, and the 1/72 A-20B/C Havoc (Boston Mk III), which is to be released in two versions. The first, an A-20B (#72557), will depict a US aircraft and the next will represent a British Boston Mk III (#72559).

In 1/48 MPM bring us the Martin Maryland Mk I/II 'Warburton's War' (#48077), named in honour of the highly successful British recce pilot Adrian Warburton when he was based on Malta. The kit offers decals for two of his Malta mounts as well as two machines from the North African campaign, and features four sprues with plastic, one sprue with clear parts, photo-etch and resin.

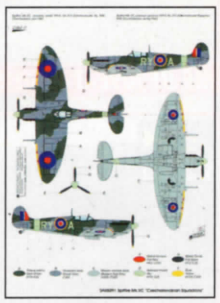
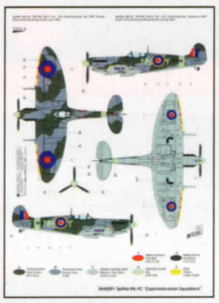
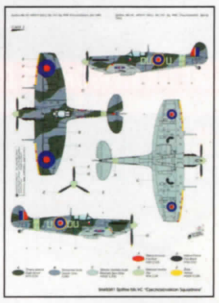
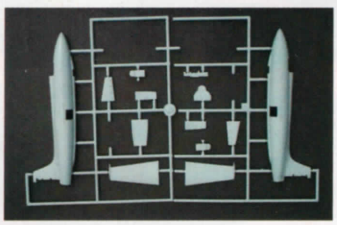
Further offerings from the MPM stable include the Westland Whirlwind Mk I 'Different Whirlwinds' (#72204. This limited-issue kit offers colour schemes a touch different from the production machines. The decals and resin parts are designed to allow the second prototype L6845, the first prototype equipped with 37mm cannon in a modified nose, and the post-war Westland factory hack. The second prototype can be built in two different sets of markings. You can choose from the overall green P9 and an overall natural metal finish machine.

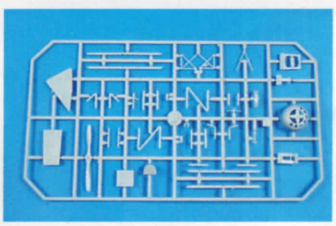
MPM's excellent 1/72 Meteor kit returns, this time as a Gloster Meteor PR Mk 10 High-Altitude Photo-Recce version 1/72 (#72560). This was developed from the FR Mk 9 fuselage (stripped of armament), the earlier type of tailplanes, and Mk 4 Early long-span wings. MPM have added a new sprue with early wings and tailplanes to their F.8 kit to allow this version to be built, along with an injected canopy and nose camera glazing from clear plastic. Decals include options for four machines, two based in West Germany in RAF day camouflage, along with two in High Speed Silver. Particular markings are for RAF No. 81 Squadron and a No.13 Squadron machine used by Sqn Ldr Miroslav Mansfeld DSO, DFC, AFC, a Czechoslovakian Night Fighter Ace.

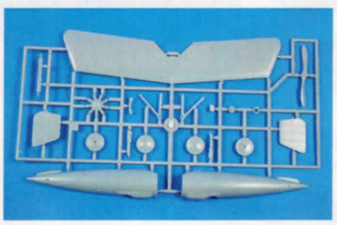
Finally we have the Nieuport Delage Ni-D 62 (#A049) in 1/72. This kit will be a strictly limited issue of this classically styled 1930s French sesquiplane. For a long time Nieuports were the backbone of the French fighter units and even though obsolete, these machines continued to serve as trainers during WW 2. The kit contains two sprues with plastic parts, resin and photo-etched parts. Decals offer one Armée de l'Air machine with a crowing cock on the fuselage and two Aeronavale machines with motifs on the sides.

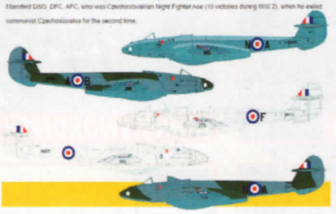
We are also lucky enough to have pictures of the forthcoming high-wing Great War monoplane, the1/48 Morane Saulnier A.1 (#48099) just to whet our appetites a little further. Looks good to me.

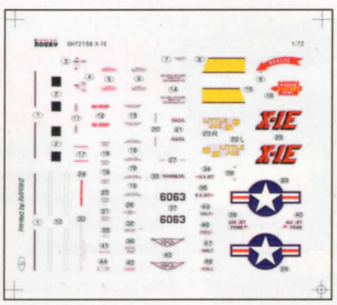
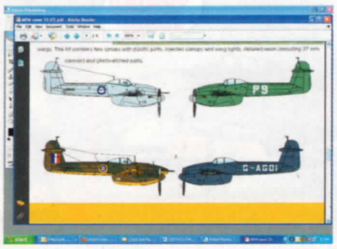
**SAMI**

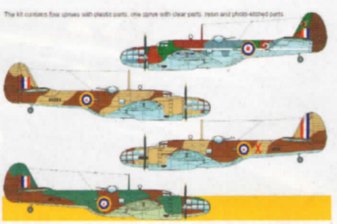













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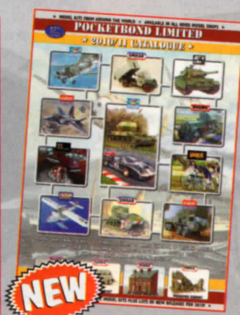


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ON THE SIDE

## A&V Model

The Kokusai Ku-8-II Goose / Gander (#148) is a very unusual subject in the form of the tubular steel framed transport glider used by the Japanese to carry both troops and supplies, the large load area being accessed by a sideways-opening hinged nose section. This kit would surely make a fantastic subject for a WWII Philippines Diorama.

● SAMI

## Planet

An antipodean cousin to the Martin Baker MB5, the CAC (Commonwealth Aircraft Corporation) CA-15 Kangaroo in 1/48 (#232) is the latest subject from Planet. Sadly arriving too late to be any real competition to the fledgling jet aircraft of the day, the CA-15 will still make into an attractive and interesting model, especially as Planet include decals for both the prototype and a fictitious series-production aircraft.

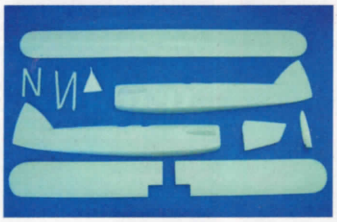
● SAMI

## Omega

Continuing their onslaught on unusual inter-war aircraft, Omega plan to bring us a 1/72 Bristol Bulldog IVa in the guise of the first British prototype (#72237), whilst the attractive and aggressive looking 1926 Letov S-8 racer monoplane will make a great addition to any collection of aircraft from the silver-wing era.

● SAMI

# AZ Model



Another busy month for the folks at AZ Model with the forthcoming release of their pair of 1/48 Letovs, the Letov Š-16 T,L (#4825) and Letov Š-16 (#4824), and as this aircraft had an impressive wingspan I can see this being quite a kit of the versatile biplane.

Looking for all the world like a long lost cousin of the Ju 88, the Japanese Kyushu Q1W1 Lorna (#4842) in 1/48 will make a novel addition to any collection of Axis airpower as this was the only aircraft operated by the Japanese solely for use in the anti-submarine role. The Lorna proved to be too slow and vulnerable to be of use, however, with only 153 being built. Continuing with the Axis theme the 1/48 Kawasaki Ki-48-II Otsu Kai w/I-Go-I Lily (#4846) joins the previous releases of this medium bomber, this time as a maritime attack version.

Moving to colder climes we welcome the 1/48 V.L. (Valtion Lentokonetehdas) Myrsky II 'Finish fighter at war' (#4826). This plywood-winged machine was Finland's attempt to produce a viable independent fighter, driven by a Pratt & Whitney R-1830 (civil Twin Wasp), so this aggressive looking aircraft shouldn't have been short of power.

1/72 releases due from AZ this month are a hat-trick of Martlets in the form of a Grumman G-36 Wildcat/Martlet (#7322), Grumman Martlet Mk VI (#7321), and Grumman Martlet Mk I (#7319). Needless to say it won't be hard to spot the FAA enthusiasts down at the hobby shop; they'll be the ones with the big grins and empty pockets! Also due out anytime now is the Supermarine Spitfire Mk XIVe (#7320), which will include markings for SEAC, RAF, Indian, and Belgian aircraft. Also on the shelf by the time you read this will be the 'last dance' of the Seafire in the form of the 1/72 Supermarine Seafang F Mk 32 in both prototype (#7272) and 'What If' forms (#7300).

Spitfire purists will no doubt welcome the Supermarine Spitfire Mk Va (#7301) with decal options for Wg Cdr Douglas Bader's W3585 from 1942, R7335 164 Sqn 1942, R7220/R7060 164 Sqn 1942, and R7347, which was tested in the USA. The Spitfire's longstanding foe, the Focke Wulf Fw 190A-4 (#7296) also returns with decal options for two aircraft from JG 54 and one from JG 1.

More unusual tastes are catered for in the form of the Rogozarski IK-3 Early (#7297) and Rogozarski IK-3 Late (#7298) and this Yugoslavian monoplane fighter certainly looks every inch the aggressor.

Also due for imminent re-release in 1/72 are a Supermarine Spitfire Mk I 'Czech pilots' boxing (#CZ35), and finally in this month's Supermarine line-up comes the Spiteful F Mk XIV(#7299).

Last, but not least, those who had time in the ATC may remember, or even have had a flight in the L-13 Blaník Glider (CZ34), which has RAF markings included.

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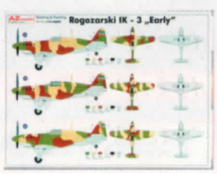

# Kopro

Although they have been quiet for a while, Kopro are due to return to the modelling scene with a 1/72 MiG-21UM in Libyan or Czechoslovakian markings (#74152). Another kit which will be welcomed is the Spitfire Mk IX Floatplane in 1/72 (#73170) – looks like bath-time is about to get interesting!

● SAMI

# Mark 1 Publications

Mark 1 continue the excellent Dozen Set booklet range with a publication on the Lockheed T-33 and as the name suggests, twelve different markings for the aircraft are covered, with the book being available with decals in three scales - 1/32, 1/48 or 1/72. The timing couldn't be better as there are two new kits of this widely used training aircraft due out, one in 1/32 by Czech Model (Squadron/Signal), and one in 1/72 by Sword.

SAMI

# Spin Models

New resin sailplane releases from Spin are to include the 1/48 Z 24 Krajanek glider (#4815) and 1/48 LG 124 Galanka glider (#4816).

SAMI

# Elf

Continuing with their wonderful range of Great War aircraft, and joining the 1/72 Bristol M.1C (#002) and 1/72 Roland D.1 (#003) in their range, Elf release the Albatros Dr.I (#004), however this also continues their break with tradition as the kit is formed of injection moulded parts rather than the resin typical of so many Elf kits. This tri-plane is sure to be very attractive to WWI modellers despite being rejected for frontline use by the German Air Force.

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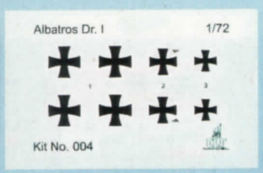
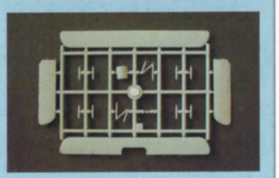
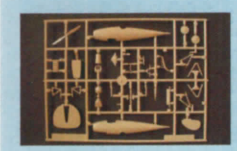




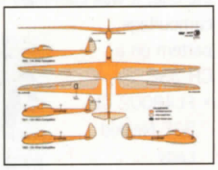


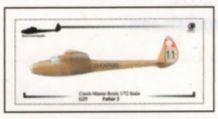
# CMR

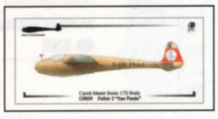
The resin keeps-a-pouring in the workshop of CMR, with another batch of the excellent Vampire range due to land any day now. These are the De Havilland Vampire F.3 (#212), FB.5 (#213), NF.10 (#220) Vampire Mk 6, in Swiss AF markings (#225), and F Mk 1, also in Swiss Markings (#226).

These kits include the usual mass of beautifully cast resin parts along with decals, masks and pre-painted etch.

The long promised Hunting Percival Jet Provost T.3 / T.4 (#192) will be here soon too,







I'm assured, and like all CMR kits it will be well worth the wait.

Fleet Air Arm fans will need to dig deeper again as the remastered Supermarine Scimitar F.1 (#222) arrives, making the most precise Scimitar yet, while those preferring more gentle aviation will welcome the American Salmson 2A2 (#5012) twin-seat biplane. Sailplane fans are catered for by the arrival of four more glider kits, the DFS Weihe (#G36) with Swedish and Czech Markings as well as three different Fafnirs, the Fafnir 2 (#G37), Fafnir (#G5002), and Fafnir 2 'Sao Paulo' (#G5020).

SAMI

ON THE SIDE

# Sword

Sword continue to work away in the background on their Northrop T-38 Talons in both 1/48 and 1/72 to produce a worthy kit of the first supersonic trainer with the T-38C Talon - Pacer Classic Program (1/48 #48008, 1/72 #72029).

In 1/72 the T-33 comes in for some Swordsmanship in the form of the T-33 Shooting Star in USAF and RCAF markings (#72027) and JASDF and Bundesluftwaff markings (#72028), but if these colours don't appeal you could look to the new Mark 1 book for inspiration!

SAMI

# Eduard

Eduard are to be congratulated on winning the ModellFan Model of the Year trophy for their excellent 1/32 Bf 109E. As well as this award they also received the competitive KIT Model of the Year, specifically for the Bf 109E-4. Both very good reasons why a diversion into 1/32 is worth considering - just to sample these delights. If this wasn't enough excuse the new 1/32 Bf 109E-4/7 Trop will be here soon with a revised and corrected canopy. Those with 1/48 Luftwaffe tastes will welcome the return of the Bf 110G-4, this time in the Weekend range. This will be a bit more expensive than usual kits in the Weekend line, but is typically great value for the money as this will be a very full box of parts.

In the Limited Edition line, Eduard will be offering the Fokker D.VII (MAG) in 1/48. The MAG is a bit of a stepping stone to the Albatros D.III OEFFAG, which Eduard plan to release in the middle of 2010.

SAMI

# Attack

If small-scale Soviet era jets are your thing then you could do much worse than look at the forthcoming releases in 1/144 from masters of miniature Attack, who have a whole host of MiG-19s coming – the MiG-19PM (#14413), MiG-19S (#14414), MiG-19P (#14416), and Shenyang JJ-6 (#14415). Don't assume that it's a complete MiG-fest, though, as Sukhoi get a look in too with a Su-9 (#14419), Su-9U (#14420), and Su-11 (14421). Just because the scale is small you would be foolish to dismiss these gems on detail terms as very little is lost - especially shelf space.

SAMI

# US News

**A round up of home grown American products**
**By Linus van Pelt**

ON THE SIDE

## Two Mikes

Busy times with Two Mikes this month. The first T-2 set is available as of now - a set of seamless intakes and exhausts that are meant as direct replacements for the parts in the TwoBobs T-2C Buckeye kit. Also out soon is a cockpit for the Buckeye, while now in stock are a very useful set of 1/48 F/A-18E/F Super Hornet seamless, full depth, intakes. Nice one!

Plans are afoot for some Soviet items, including bits for the Monogram Su-25. In 1/72 they are working on three different types of FAB Iron bombs for Russian attack aircraft and bombers, as well as several things for the 1/72 Trumpeter Tu-22 kit

UK importers are Hannants or check out the range on the Two Mikes website.

**www.twomikesresin.com**
**SAMI**

## G-Factor

G-Factor have announced a number of new replacement brass gear sets in 1/32 including items for Trumpeter's TBF, P-38, and Corsair and the Tamiya family of Phantoms. Unusually the seem to be scaling down, with some sets planned for 1/72, although 1/24 replacements are mentioned as well

**www.gfactormodels.com**
**SAMI**

## Pacific Coast Models

PAC tell us that the next kit release in 1/32 will be PCM32011, which is a combination kit of the Focke-Wulf Fw 190A-1/A-2/A-3. The kit includes all the pieces necessary to make any one of the three versions including two decal choices for each. Decals are by Cartograf and the PE set is by Eduard. ETA is early April. It is up in their catalogue for pre-orders.

PAC note that some of the armoured windscreens for the new Hurricane Mk I have a dimple or indentation in them just under the top of the frame. Manufacturer Sword has made a new piece of armour glass to glue to the unarmored windscreen. These have now arrived and PAC advise modellers to contact their stockist if they need a replacement.

Nice to see customer service is not a thing of the past!

**www.pacmodels.com**
**SAMI**

## TwoBobs

Given the amount of new sheets at the printers, it looks like at least three or four Bobs have been busy on this lot. Buckeyes in 1/72 too! This lot will no doubt be along soon, so pick up those AFV F-5s quickly...

- 72-088 T-2C VT Buckeyes #1
- 72-089 T-2C VT Buckeyes #2
- 72-090 T-2C/D/E Colorful Buckeyes
- 48-207 F-5E Nellis Gomers (Old Blue/New Blue/Grape/Old Ghost)

- 48-208 F-100C USAFE Skyblazers
- 48-211 EA-6B/EA-18G VAQ-132 Kings of Sting
- 48-212 F-5E Nellis Gomers (Pumpkin/Sand/Old Lizard/New Lizard)

- 48-213 F-5E Nellis Gomers (Sand/Snake/Flogger/Frog)
- 48-214 F-5E Nellis Gomers (New Ghost/Silver/Lt Gray/Dk Gray)
- 48-215 F-5E PACAF Gomers Clark #1
- 48-216 F-5E PACAF Gomers Clark #2

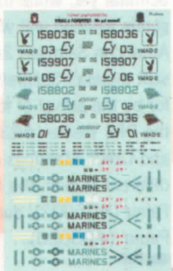
**www.twobobs.net**
**SAMI**

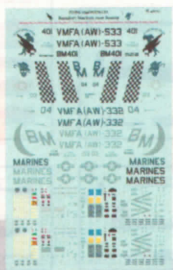
## Flying Leathernecks

There should be a lot of news soon from the home of Marine Corps modelling, with a lot of new product promised for the beginning of the summer, and we can't wait for Phoenix to see how things shape up. One innovation on the website is a database of Marine Corps aircraft, and over the next few months this will be updated regularly with information of use to the modeller. This will include details on the aircraft, available models and aftermarket items for them, as well as reference photos for each.

Items listed as coming soon include an item entitled 'Nekkid Lady', which seems to be some kind of undressed female form – you know the one, it was cunningly disguised as a camouflage pattern on a CH-53E...

- FL48002 CH-53E Nekkid Lady
- FL48009 EA-6B Prowlers of VMAQ-2 Playboys
- FL48010



Beaufort Marines over Bosnia
VMFA(AW)-332 and VMFA(AW)-533

- FL48011 F/A-18D VMFA AW-242 Death from the Darkness

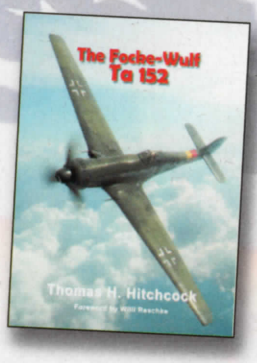
Keep an eye on developments, and be sure to check out that database as the centenary of Marines Corps aviation approaches in 2012.

**www.orionscalemodels.com**
**SAMI**

# Eagle Editions

The Ta 152 book by Thomas H. Hitchcock will be available from April 2010. In the meantime four new EagleCals sheets are now available in all three popular scales: 1/72, 1/48 and 1/32:

- EagleCals #124 Fw 190 Doras
- EagleCals #125 Fw 190 Doras
- EagleCals #126 Fw 190 Doras
- EagleCals #127 Me 262 - featuring Galland's JV 44 Turbo!




Also new are Spitfire Mk IX sheets, EC#114, EC#115, and EC#116, and for bibliophiles, now shipping is Fw 190 Dora Vol. Two, by Jerry Crandall, and as we are all Dora-happy this month, we look forward to seeing it as soon as possible.

**www.eagle-editions.com**

SAMI

# Lone Star Models

Coming soon in 1/48 from Lone Star are a number of new kits and conversions, including that enormous Me 264 that caused a few jaws to drop at the US Nats last year:

- E13A1 Jake cockpit
- F-15 'Reporter' Firebomber
- XB-42 Mixmaster
- Skyrocket wing folds
- Gotha G-1
- P-63 Racer conversion
- Conquest One conversion

The Me 264 Amerika Bomber kit will be available from early April, as will the Jake cockpit set and the Skyrocket wingfold. We are also advised of a Shortwing B-26 Marauder conversion, and a new TBD wing and wing fold.

Don't forget that Lone Star market all those resin wing folds for Grumman types that you thought had vanished.

Must bring a big shopping bag to Phoenix!

**www.lonestarmodels.com**

SAMI

# Yellow Wings

New decal sheets announced by Yellow Wings include the following:

- 72-035 Boeing P-26A/C Fighter
- 48-073 USN North American SNJ-2 Trainer
- 48-072 USN North American SNJ-1 Trainer
- 32-031 U.S.A.A.C. Bell P-39C/D Airacobra
- 32-031 U.S.A.A.C. Bell P-39C/D Airacobra

**www.yellow-wingsdecals.com**

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# Afterburner

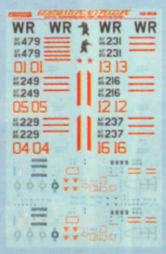
Afterburner have announced four new sheets this month – so get them while they are hot:

**48-058**

This is the second in the series of Air National Guard F-16 Wing flagships, including Indiana's special P-47 inspired scheme with a giant orange tail and full D-Day stripes.

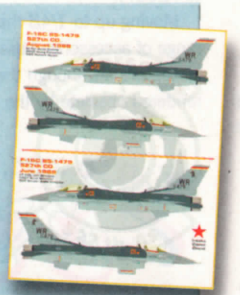
**48-059**

This is a long awaited release covering the F/A-18Es of VFA-31, and includes two versions of the CAG jet, one from Christmas 2008 and the 2009 CAG, plus the 2009 CO's jet, and 5 more lines jets from 2007 - 2009. Designed for the Hasegawa kit.



**48-060**

This release covers the Block 30 F-16Cs from the 527th Aggressors based at RAF Bentwaters in the late 80s. These are unusual in that they carry the aggressor bort numbers and markings over standard 3-tone Viper paint. Two sets of early style stencils are included, designed to fit the Tamiya kit.



**48-016 REDUX**

This is a reprint of a long sold out F-16 stencils sheet, updated for the second go-round. Included this time are markings for both the GE exhaust, including the interior, and the Pratt exhaust, interior and also the -229 carbon fiber petals. These are current all-gray stencils, but later this year, with more early schemes in the pipeline, Afterburner say they will do one for the early stencils as well.

**www.afterburnerdecals.com**

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ON THE SIDE

# Fightertown

FightertTown are very busy at the moment making decals to match a variety of different manufacturers' new kits, including E-2 Hawkeyes in 1/48 for the Kinetic, F/A-18E Superhornets in 1/32 for the Trumpeter and F-14A Tomcats in 1/18 for the JSI kit. That's right - 1/18!

New releases include:

**48041 E-2C VAW-124 Bear Aces**

Three versions of the infamous Hummer! 1991 Desert Storm, 2003 OIF and 2008-9 8-blade prop upgrade. (Kinetic will be releasing the 8-blade kit shortly).

**48045 E-2C Hawkeye VAW-115 Liberty Bells 2004-2010**

Possibly one of the most popular E-2 squadrons because of its forward deployed status to Japan, with six versions covered.

**32010 F/A-18E VFA-14 CAG**

Now scaled up and fit to the new Trumpeter Super Hornet kit. Also added are all new-style landing gear placards

**32011 F/A-18E VFA-143 Pukin Dogs 2007-2010**

This is a complete scale-up of the 1/48 sheet. If you like your strike fighters in blue, it doesn't get any better than this

**18011 F-14A VF-84 Cat Sn*tch Fever Desert Storm**

With the recent release of the huge JSI 1/18 Tomcat, this limited edition of 150 sheets will be a must-have addition to your collection.

**www.fightertowndecals.com**

SAMI

Sponsored by TESTORS www.testors.com

# Israeli Eagles and Falcons

## Modelling the IDF/AF's initial operations with the F-15 and F-16 during the 1980s

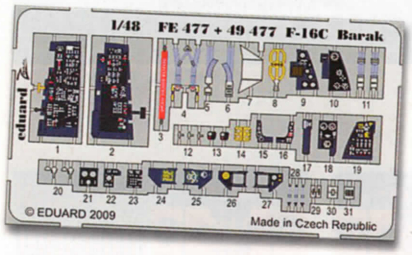
By David Francis

Modellers of Israeli equipment have never had it so good with the lifting of the strict censorship of their aircraft, markings and armaments, and now a number of manufacturers have produced resin updates and accurate decal sheets. I am only going to include kits and detail sets that are currently available here, as kits and items have been issued as limited runs, with extra sprues and resin, to produce IDF aircraft but currently none of these are available.

### F-16 A/B/C/D

In 1/72 the Hasegawa tooling is thirty years old, but has stood the test of time and this is the kit that most aftermarket manufacturers have based their detail sets on. Towards the end of 2009 HobbyBoss released a two-seat F-16B, which includes Israeli markings.

Israeli Accessories in this scale are a bit limited. Quickboost have produced a set of early Block 5-10 tailplanes (#72196) while CMK have a nice resin conversion for the two-seat Hasegawa kit to produce an enlarged spine D Barak (#7157).




Decals are available from Sky Models (#72037).

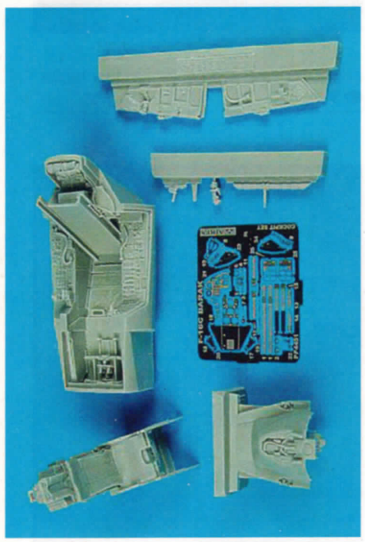
Moving up to 1/48 there is a large range of accessories based on the Hasegawa kit, though these have been rendered obsolete by the superb but expensive Tamiya kit and the very nice Kinetic range, which includes both single- and two-seat versions. The basic sprues from the Kinetic kits are also being released in Europe under the Italeri brand.

The smaller early block 5-10 tailplanes are available from a number of manufacturers including Two Mike's (#48004), Isra (#48011) and Quickboost (#48240). Aires have produced a specific single-seat cockpit for a *Barak* (#4451) while Eduard has a pre-painted brass fret as #FE477. But in this scale it is Israeli manufacturer Isra that has really gone to town to make an accurate F-16, with conversion sets for the F-16A (#48010) based on the Hasegawa kit, while for the F-16C they have produced a set based on the Tamiya (#48018). For markings Isra have produced a stunning decal sheet, #67, while Eagle Strike have two sheets - one for the F-16A/B *Netz* (#48153) while its older brother the F-16C/D is also covered (#48152).

In 1/32 we have excellent kits from Academy and Tamiya, and most conversions use this latter as a base. Isra have produced an F-16C conversion (#32002) for the Academy kit, with a similar set (#32001) for the Tamiya. Other conversions for the Tamiya kit will produce an F-16A Netz (#32005) and a two-seat D (#32010).

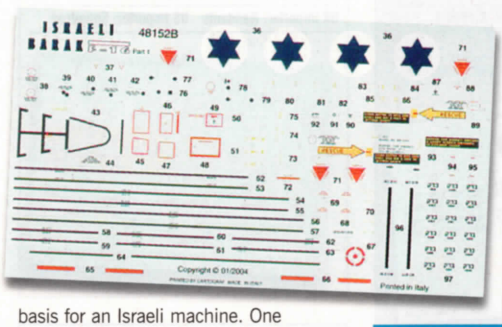
Finally Quickboost have released the early tailplane (#32054) and a flare/chaff set (#32060)

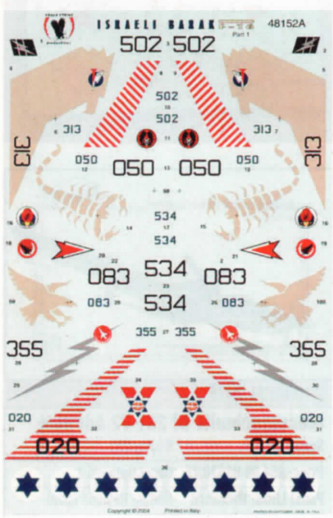
| Aircraft Usage & Notes | Federal Standard 595a/b | ModelMaster Enamels | ModelMaster Acryl | POLLY Scale Acrylics |
|---|---|---|---|---|
| F-15A, B, C, D lower surfaces | FS36375 | 1728 Light Ghost Gray | 4762 Light Ghost Gray | F505376 US Ghost Gray Light |
| F-15A, B, C, D upper surfaces | FS36320 | 1741 Dark Ghost Gray | 4761 Dark Ghost Gray | F505374 US Ghost Gray Dark |
| F-16 "Peace Marble IV" scheme lower surfaces | FS36375 | 1728 Light Ghost Gray | 4762 Light Ghost Gray | F505376 US Ghost Gray Light |
| F-16 "Peace Marble IV" scheme upper surfaces | FS36118 | 1723 Gunship Gray | 4752 Gunship Gray | F505382 US Gunship Gray |
| F-16 "Peace Marble IV" scheme upper surfaces | FS36270 | 1725 Neutral Gray | 4757 Neutral Gray | F505384 US Neutral Gray |
| F-16 A, B, C, D lower surfaces | FS36375 | 1728 Light Ghost Gray | 4762 Light Ghost Gray | F505376 US Ghost Gray Light |
| F-16 A, B, C, D upper surfaces | FS33531 | 1706 Sand | 4720 Sand | F505366 Earth Red + white (2:1) |
| F-16 A, B, C, D upper surfaces | FS34424 | "2049 RAF Sky "Type S" | "4840 RAF Sky "Type S" | "F505254 British Sky "Type S" |
| F-16 A, B, C, D upper surfaces | FS30219 | 1742 Dark Tan | 4709 Dark Tan | F505392 US TAC Tan |



## F-15C/D

For the F-15 Hasegawa have produced limited-run versions of the *Baz* in both scales and these can still be found at shows and on auction sites. However, there are plenty of other Eagle kits in most scales that can be used as a basis for an Israeli machine. One distinctive feature of the Eagle in the 1980s was the lack of Turkey feathers on the jetpipes, and for many years this was difficult to reproduce but now that US Eagles have followed the Israeli example, some kits reproduce this feature. If you have a kit that does not you can use Aires Exhaust sets in 1/72 for the D and C (#7113/7170) or in 1/48 (#4115/4336).




For markings you have a number of options. Sky decals have sheets in 1/48 and 1/32 (#32017/48015) while Isra have covered the type in 1/72 and 1/48 (#79/80).

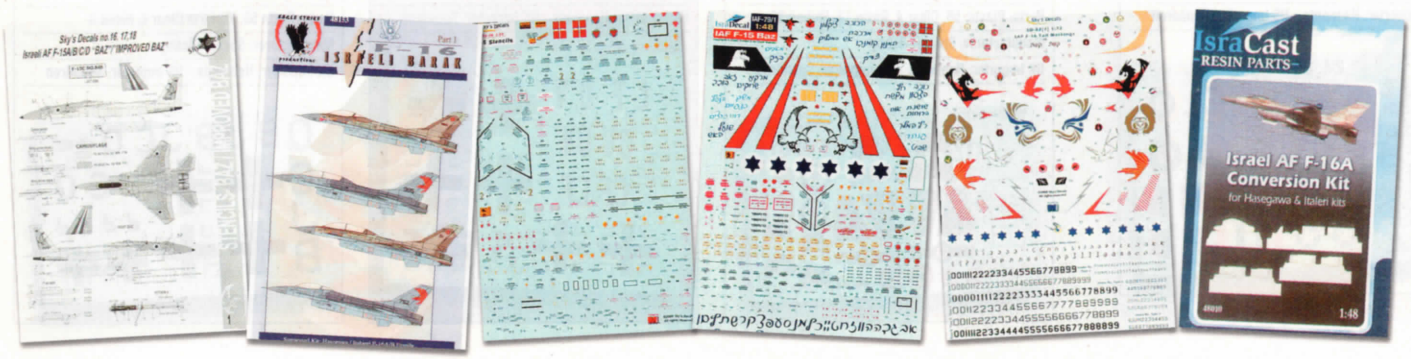
For weaponry you can use some of the many types of US equipment supplied in the kits, while for some of the more exotic Israeli-produced items you should investigate the Isra Cast range, or some of the sets coming out from Wolfpack.

And that gives a brief round-up of items that are currently available from Hannants www.hannants.co.uk, Isra www.isradecal.com, Lucky Model www.luckymodel.com.

● SAMI

**Military Aircraft Monthly**

*See AirWars this month in MAM - Israeli Eagles and Falcons*
*The IDF/AF's initial operations with the F-15 and F-16 in the late 1970s and early 1980s By Ray Ball*



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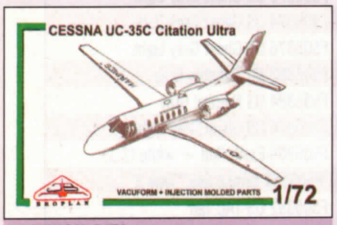
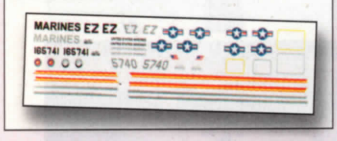



TECHNICAL DATA

**Cessna UC-35A Citation Ultra US Marines**

| | |
|---|---|
| Scale: 1/72 | Kit No: MS-134 |
| Price: £TBC US$TBC | Decal Options: 2 |
| Panel Lines: Recessed | Status: New Tooling |
| Type: Vacform | |
| Parts: Vacform 29, Plastic 28, Vacform Clear 3 | |
| Manufacturer: Broplan | |
| UK Importer: Aeroclub | US Importer: |



TECHNICAL DATA

**Cessna UC-35A Citation Ultra**

| | |
|---|---|
| Scale: 1/72 | Kit No: MS-133 |
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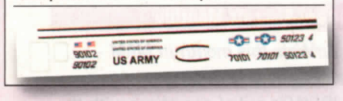
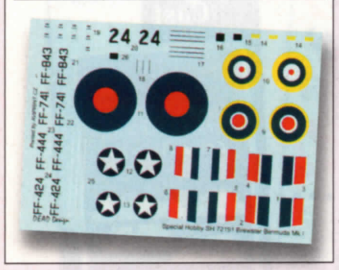
| Manufacturer: Broplan | |
| UK Importer: Aeroclub | US Importer: |



TECHNICAL DATA

**Bermuda Mk I**

| | |
|---|---|
| Scale: 1/72 | Kit No: 72191 |
| Price: £16.80 US$29.25 | Decal Options: 4 |
| Panel Lines: Recessed | Status: Revised issue |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 92, Clear 4, Resin 23, Etched 36 | |
| Manufacturer: Special Hobby | |
| UK Importer: Hannants | US Importer: Squadron |




# Hellenic Air Force F-16C Fighter Falcon R Block 52+

**KINETIC** **1/48**

Kinetic's new Greek Air Force Falcon includes markings for 343 and 340 Squadron / 115 Combat Wing, Suda Base, Crete. The weapons sprues cover the usual wide range of options and include: AIM-9M/X Sidewinder, AIM-120B/C AMRAAM, AGM-65 Maverick, GBU-24 Paveway III, GBU-31 JDAM, CBU-87 Cluster Bomb, GBU-12 Paveway II, GBU-38 JDAM, Mk 82 Dumb Bomb, AN/AAQ-13/14 LARTIN Pod, 600 GAL fuel tank, IRIS-T Missile, and, of course, the conformal fuel tanks.

SAMI

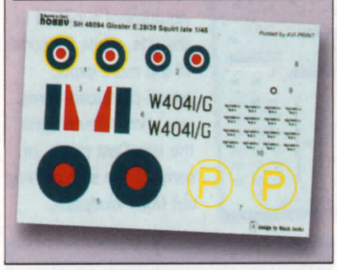
TECHNICAL DATA

| | |
|---|---|
| Scale: 1/48 | Kit No: 48028 |
| Price: £20.63 US$29.98 | Decal Options: 2 |
| Panel Lines: Recessed | Status: Reissue |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 294, Clear 34 | |
| Manufacturer: Kinetic | |
| Available from www.luckymodel.com | |

TECHNICAL DATA

**Gloster E.28/39 Pioneer Late version**

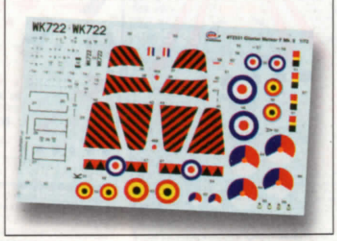
| | |
|---|---|
| Scale: 1/48 | Kit No: 48094 |
| Price: £18.99 US$32.40 | Decal Options: 1 |
| Panel Lines: Recessed | Status: Revised Tooling |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 43, Clear 1, Resin 4, Etched 3 | |
| Manufacturer: Special Hobby | |
| UK Importer: Hannants | US Importer: Squadron |



TECHNICAL DATA

**Gloster Meteor F Mk 8**

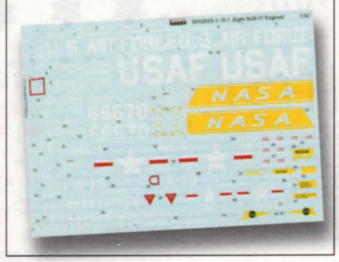
| | |
|---|---|
| Scale: 1/72 | Kit No: 72531 |
| Price: £23.70 US$34.99 | Decal Options: 3 |
| Panel Lines: Recessed | Status: Revised issue |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 56, Clear 4, Resin 17, Etched 30 | |
| Manufacturer: Special Hobby | |
| UK Importer: Hannants | US Importer: Squadron |



TECHNICAL DATA

**X-15-1 'Two XLR-11 Engines'**

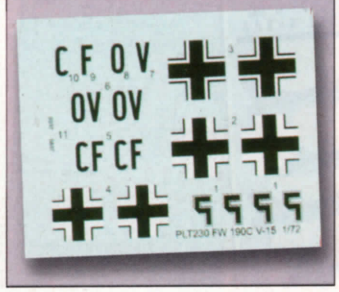
| | |
|---|---|
| Scale: 1/32 | Kit No: 72191 |
| Price: £16.80 US$29.25 | Decal Options: 4 |
| Panel Lines: Recessed | Status: Revised issue |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 80, Clear 1, Resin 94, Etched 40 | |
| Manufacturer: Special Hobby | |
| UK Importer: Hannants | US Importer: Squadron |



TECHNICAL DATA

**Focke Wulf Fw 190C V-15**

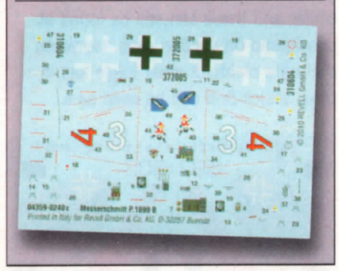
| | |
|---|---|
| Scale: 1/72 | Kit No: 230 |
| Price: £35.20 US$50.40 | Decal Options: 1 |
| Panel Lines: Recessed | Status: Revised issue |
| Type: Injection Moulded Plastic | |
| Parts: Resin 27, Vacform Clear 1, Metal 2 | |
| Manufacturer: Special Hobby | |
| UK Importer: Hannants | US Importer: Squadron |



TECHNICAL DATA

**Messerschmitt P.1099B Heavy Armour**

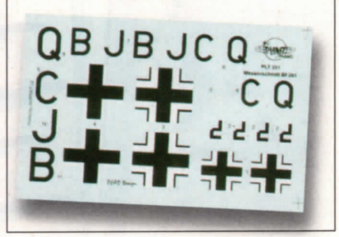
| | |
|---|---|
| Scale: 1/72 | Kit No: 04359 |
| Price: £8.50 US$20.00 | Decal Options: 2 |
| Panel Lines: Raised | Status: Reissue |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 75, Clear 3 | |
| Manufacturer: Revell AG | |
| UK Importer: Revell UK | |
| US Importer: Revell-Monogram | |



TECHNICAL DATA

**Messerschmitt Bf 261 V2 Adolfine**

| | |
|---|---|
| Scale: 1/72 | Kit No: 231 |
| Price: £54.99 US$78.75 | Decal Options: 1 |
| Panel Lines: Recessed | Status: Revised issue |
| Type: Injection Moulded Plastic | |
| Parts: Resin 56, Vacform Clear 2, Metal 3 | |
| Manufacturer: Special Hobby | |
| UK Importer: Hannants | US Importer: Squadron |



# Vickers Wellington Mk 1c

**MPM** **1/72**

MPM's well-travelled kit no features markings for five machines:

- L7818, AA-V 75 (New Zealand) Squadron RAF July 1941

- R9684, Y 37 Squadron RAF Egypt 1942
- T2561, KX-1 311 (CZ) Squadron RAF Jan – Oct 1941
- R1410, KX-M *Marie* 311 (CZ) Squadron RAF *May* 1941
- R1378, KX-K *Kitty* 311 (CZ) Squadron RAF Feb-May 1941 East Wetham

**TECHNICAL DATA**

| | |
|---|---|
| Scale: 1:72 | Price: £23.70 US$42.30 |
| Kit No. 72099 | Status: Revised Tooling |
| Decal options: 5 | Panel Lines: Recessed |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 116, Resin 1 Clear 13 | |
| Manufacturer: MPM | |
| UK Importer: Hannants | US Importer: Squadron |

SAMI

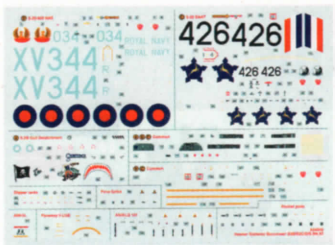
# Hawker Siddely Buccaneer S.2B/S.2D/S Mk 50

**AIRFIX** **1/72**

The return of the Airfix Buccaneer finds it kitted out with a new sprue of weapons and an option on the sheet for *Desert Storm*. The new sprue includes new, larger, slipper tanks for the South African option, and the necessary weapons for the Gulf War fit. Panel lines are recessed on these new items, but of the current heavy type that typifies recent Airfix toolings.

**TECHNICAL DATA**

| | |
|---|---|
| Scale: 1/72 | Kit No: 04049 |
| Price: £9.99 US$16.95 | Decal Options: 3 |
| Panel Lines: Raised | Status: Reissue |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 111, Clear 3 | |
| Manufacturer: Airfix | |



SAMI

**TECHNICAL DATA**

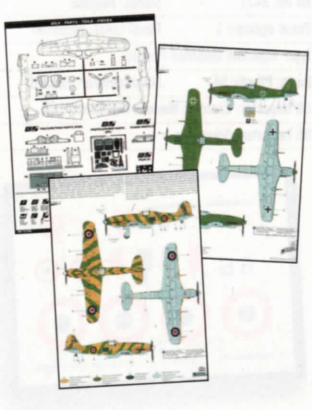
**Douglas A-20G Havoc Russian Torpedo Bomber Version**

| | |
|---|---|
| Scale: 1:72 | Price: £23.70 US$29.99 |
| Kit No. 72556 | Status: Revised Tooling |
| Decal options: 2 | Panel Lines: Recessed |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 88, Clear 9, Resin 7, Etched 2 | |
| Manufacturer: MPM | |
| UK Importer: Hannants | US Importer: Squadron |

**TECHNICAL DATA**

**Fiat G.55 Captured Fiats**

| | |
|---|---|
| Scale: 1:72 | Price: £13.80 US$23.85 |
| Kit No: 72190 | Status: Revised Tooling |
| Decal options: 3 | Panel Lines: recessed |
| Type: Injection plastic | |
| Parts: Plastic 26, Resin 16, Clear 1, Etched 24 | |
| Manufacturer: Special Hobby | |
| UK Importer: Hannants | US Importer: Squadron |



**TECHNICAL DATA**

**Hawker Hurricane Mk I (Early Version)**

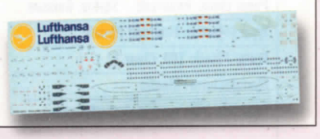
| | |
|---|---|
| Scale: 1/32 | Kit No: 32010 |
| Price: £54.95 US£69.95 | Decal Options: 6 |
| Panel Lines: Recessed | Status: New Tooling |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 68, Resin 19, Clear 12, Etched 29 | |
| Manufacturer: Pacific Coast Models | |
| UK Importer: Cammett Ltd. | |

## ON THE SIDE

**TECHNICAL DATA**

**Airbus A 380-800 Lufthansa**

| | |
|---|---|
| Scale: 1/144 | Kit No: 04270 |
| Price: £19.99 US$57.00 | Decal Options: 1 |
| Panel Lines: Recessed | Status: Revised Issue |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 158, Clear 5 | |
| Manufacturer: Revell AG | |
| UK Importer: Revell UK | |
| US Importer: Revell-Monogram | |



**TECHNICAL DATA**

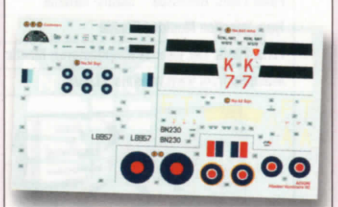
**Lockheed C-121C Constellation**

| | |
|---|---|
| Scale: 1/144 | Kit No: 04269 |
| Price: £10.99 US$33.00 | Decal Options: 1 |
| Panel Lines: Raised | Status: Reissue |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 90, Clear 5 | |
| Manufacturer: Revell AG | |
| UK Importer: Revell UK | |
| US Importer: Revell-Monogram | |

**TECHNICAL DATA**

**Hawker Hurricane IIc**

| | |
|---|---|
| Scale: 1/72 | Kit No: 02096 |
| Price: £5.99 US$8.75 | Decal Options: 3 |
| Panel Lines: Recessed | Status: New Tooling |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 37, Clear 4 | |
| Manufacturer: Airfix | |



# E-2C Hawkeye French Navy

**KINETIC** **1/48**

A tasteful reboxing of the excellent Kinetic kit, offering a sober grey *Aeronavale* machine, a scheme that suits the machine very well. Wingfold option is, as ever, excellent.

Two items of interest concerning the Kinetic Hawkeye: first – the colour etch is on the way. Kinetic are releasing their own sets, both for the interior And the exterior. The second interesting point is that a made-up model was displayed on the Italeri stand at Nuremburg – so it may well be following in the footsteps of the F-86 and F-16s.

● SAMI

**TECHNICAL DATA**

| | |
|---|---|
| Scale: 1/48 | Kit No: 48015 |
| Price: £45.35 US$62.99 | Decal Options: 1 |
| Panel Lines: Recessed | Status: Reissue |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 180, Clear 11 | |
| Manufacturer: Kinetic | |
| Available from www.luckymodel.com | |

# HMS Illustrious

**AIRFIX** **1/350**

OK, not an aircraft – but it does include a number of Harriers, Merlins and Sea Kings. The kit is an impressive 603mm long, with a beam of 104mm (that's width to you landlubbers). This kit, so we are advised, comes with extra unique information supplied exclusively by the Royal Navy, and is accompanied by an eight-page booklet, fifteen small pots of paint, two brushes and a tube of glue. Anchors aweigh!

● SAMI

**TECHNICAL DATA**

| | |
|---|---|
| Scale: 1/350 | Kit No:50059 |
| Price: £49.99 | Decal Options: 1 |
| Panel Lines: Recessed | Status: New Tooling |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 276 | Manufacturer: Airfix |

# Su-7BKL/BMK Fitter

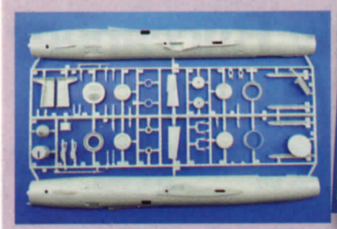
**EDUARD** **1/48**

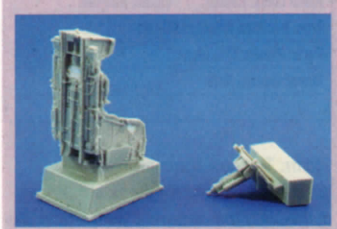
Here come the big guns! This is a remarkably complete package, including the KP plastic parts, which feature some nice engraving. Sprue gates are a little heavy, but no more so than with most limited-run mouldings. The decal sheet offers six colourful versions, and the etch provided is comprehensive – best of all, the new Brassin seat, combined with the pre-painted cockpit parts, will allow a superbly detailed model to be built. Looking good.

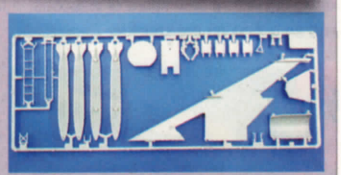
● SAMI

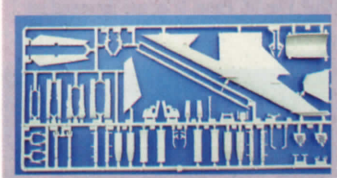
**TECHNICAL DATA**

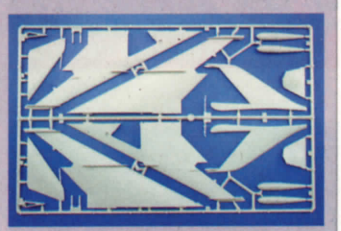
| | |
|---|---|
| Scale: 1:48 | Price: £35.70 US$59.95 |
| Kit No: 1148 | Status: Revised Tooling |
| Decal options: 6 | Panel Lines: recessed |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 109, Clear 9, Etched 134 | |
| Manufacturer: Eduard | |
| UK Importer: Creative Models, Hannants, LSA | |
| US Importer: Squadron | |







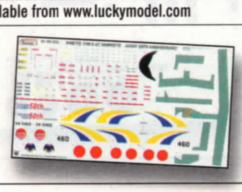




**TECHNICAL DATA**

**E-2C Hawkeye JASDF 50th Anniversary**

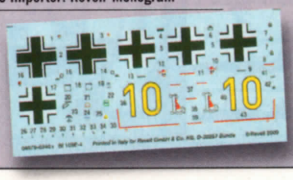
| | |
|---|---|
| Scale: 1/48 | Kit No: 48015 |
| Price: £45.40 US$65.99 | Decal Options: 1 |
| Panel Lines: Recessed | Status: Reissue |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 196, Clear 11 | Manufacturer: Kinetic |
| Available from www.luckymodel.com | |



**TECHNICAL DATA**

**Messerschmitt Bf 109E-4**

| | |
|---|---|
| Scale: 1/72 | Kit No: 04679 US$10.00 |
| Price: £3.99 | Decal Options: 1 |
| Panel Lines: Raised | Status: Reissue |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 31, Clear 3 | Manufacturer: Revell AG |
| UK Importer: Revell UK | |
| US Importer: Revell-Monogram | |

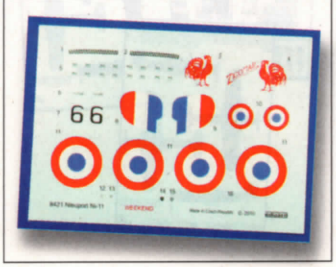


1/48 scale **Nieuport Ni-11**

**TECHNICAL DATA**

**Nieuport Ni-11**

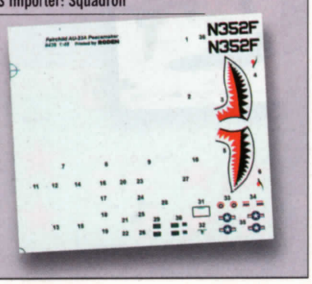
| | |
|---|---|
| Scale: 1:48 | Price: £8.99 US$14.95 |
| Kit No: 8421 | Status: Reissue |
| Decal options: 1 | Panel Lines: recessed |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 54 | Manufacturer: Eduard |
| UK Importer: Creative Models, Hannants, LSA | |
| US Importer: Squadron | |



**TECHNICAL DATA**

**Fairchild AU-23A Peacemaker**

| | |
|---|---|
| Scale: 1/48 | Kit No: 439 |
| Price: £36.99 US39.99 | Decal Options: 3 |
| Panel Lines: Recessed | Status: New Tooling |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 109, Clear 13 | |
| Manufacturer: Roden | UK Importer: Pocketbond |
| US Importer: Squadron | |



# Creative Times

**New kits available this month from Creative Models**

## The Eagle Lands

**ICM's brand new injection moulded Hs 126 is here at last!**
**By Joshua Rawson**

### ICM 1/48

I believe this is the first, fully plastic injection-moulded, kit of this important World War Two Luftwaffe short-range reconnaissance/artillery spotter aircraft in 1/48, and thankfully ICM have made an excellent job. Moulded in a very easy to work with pale grey plastic, the panel lines are finely engraved and the sensible breakdown of parts makes construction easy and includes several useful options, one of the most important being that all the control surfaces are separate – ailerons, flaps, elevator and rudder – a standard that all manufacturers could do with emulating – making a little personal animation of your kit very tempting. Optional plain or spatted wheels are also offered.

The BMW 132 engine is nicely detailed, with separate crankcase and push rods, fitted to a realistic engine support frame, although the three cowling panel sections may need a little care in assembling. The fuselage interior is exceptionally well detailed, so necessary with having such a very 'open' cockpit area, with integrally-moulded ribs, separate bulkheads, and a plethora of parts to fill the void.

The only 'problem' I might foresee with the kit might well be in the fragility of the real aircraft's design – having a parasol wing arrangement supported by cabane and fuselage-to-wing struts. However, ICM have provided a full-span mainplane and whilst all the struts are to scale they look sturdy enough.

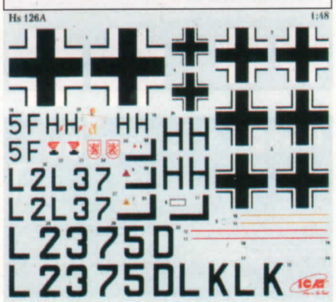
Decal options include a machine from 9.(H)/LG 2 based in Germany in 1939, a machine from 1.(H)/14 during the Polish Campaign in September 1939 and an aircraft from 2.(H)/31 operating over Greece in April 1941.

ICM's Hs 126A-1 may also be released as Hs 126B-1 in the future. Basically the only differences are in the engines fitted – BMW 132Dc in the A-1 and Bramo Fafnir 323 in the B-1 – and different manufacturers' propeller blades. The BMW 132 and the Bramo Fafnir 323 look virtually identical and there appears to be very little difference in the shape of the two variants' propeller blades – so I assume we can expect an ICM Hs 126B-1 ere long...

TECHNICAL DATA

**Henschel Hs 126A-1**

| | |
|---|---|
| Scale: 1/48 | Kit No: 48211 |
| Price: £TBC US$51.95 | Decal Options: 3 |
| Panel Lines: Recessed | Status: New Tooling |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 158, Clear 5 | |
| Manufacturer: ICM | |
| UK Importer: Creative Models | |
| US Importer: Dragon USA | |



Looks like ICM have got another 'winner' in their growing stable of 1/48 scale kits.

● SAMI

## Tornado ECR

### HOBBYBOSS 1/48

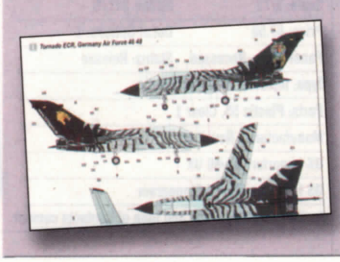
This second sitting of the Big Fin is the ECR version, and comes with decals for two fairly extravagant Tiger options – one Italian and one German. The decal sheets offer all the stripes for the Luftwaffe machine, and are, consequently, enormous.

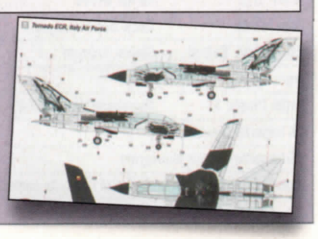
A beautiful kit of a significant aircraft. Let this series run and run!

● SAMI

TECHNICAL DATA

| | |
|---|---|
| Scale: 1:48 | Price: £39.99 US$84.59 |
| Kit No: 80354 | Status: Revised Tooling |
| Decal options: 2 | Panel Lines: recessed |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 388, Clear 16, Etched 15 | |
| Manufacturer: HobbyBoss | |
| UK Importer: Creative Models | |
| US Importer: Squadron | |





TECHNICAL DATA

**A-7D Corsair II**

| | |
|---|---|
| Scale: 1:48 | Price: £27.99 US$68.99 |
| Kit No: 80344 | Status: Revised Tooling |
| Decal options: 2 | Panel Lines: recessed |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 256, Clear 14 Manufacturer: HobbyBoss | |
| UK Importer: Creative Models | |
| US Importer: Squadron | |

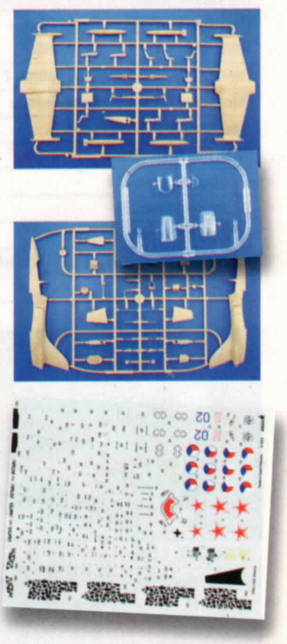
ON THE SIDE

L-39C Albatros ProfiPACK

TECHNICAL DATA

**L-39C Albatros**

| | |
|---|---|
| Scale: 1:72 | Price: £14.85 US$24.95 |
| Kit No: 7042 | Status: Revised Tooling |
| Decal options: 4 | Panel Lines: recessed |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 59, Clear 4, Etched 94 | |
| Manufacturer: Eduard | |
| UK Importer: Creative Models, Hannants, LSA | |
| US Importer: Squadron | |

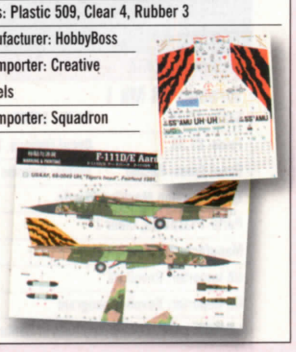


F-111D/E Aardvark

TECHNICAL DATA

**F-111D/E Aardvark**

| | |
|---|---|
| Scale: 1:48 | Price: £45.99 US$98.99 |
| Kit No: 80350 | Status: Revised Tooling |
| Decal options: 2 | Panel Lines: recessed |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 509, Clear 4, Rubber 3 | |
| Manufacturer: HobbyBoss | |
| UK Importer: Creative Models | |
| US Importer: Squadron | |



# Starting Out with Revell

A number of Revell's Model-Sets have been passed our way, most of which are simple repackagings of existing kits, but at lease one – the 1/144 Tornado GR.1 – is a revised version of the ECR/IDS tool.

Sets include a selection of Revell's excellent acrylic paint, a double-ended brush, and a tube of Contacta cement. This latter, of course, is much sought after for its applicator tube, which makes for superb pitots and gun barrels in 1/48.

● SAMI

TECHNICAL DATA

**Bell AH-1F Cobra Model-Set**

| | |
|---|---|
| Scale: 1/48 | Kit No: 64646 |
| Price: £14.99 | Decal Options: 2 |
| Panel Lines: Raised | Status: Reissue |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 73, Clear 6 | |
| Manufacturer: Revell AG | |
| UK Importer: Revell UK | |
| US Importer: Revell-Monogram | |
| Includes paints, brush and tube of Contacta cement | |

TECHNICAL DATA

**Focke Wulf Fw 189A-1 Model-Set**

| | |
|---|---|
| Scale: 1/72 | Kit No: 04294 |
| Price: £14.99 | Decal Options: 2 |
| Panel Lines: Recessed | Status: Reissue |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 89, Clear 3 | |
| Manufacturer: Revell AG | |
| UK Importer: Revell UK | |
| US Importer: Revell-Monogram | |
| Includes paints, brush and tube of Contacta cement | |

TECHNICAL DATA

**Tornado GR Mk 1**

| | |
|---|---|
| Scale: 1/144 | Kit No: 64063 |
| Price: £7.50 | Decal Options: 1 |
| Panel Lines: Raised | Status: Reissue |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 83, Clear 1 | |
| Manufacturer: Revell AG | |
| UK Importer: Revell UK | |
| US Importer: Revell-Monogram | |
| Includes paints, brush and tube of Contacta cement | |

TECHNICAL DATA

**Dornier Do 27 Grzimek Serengeti Version Model-Set**

| | |
|---|---|
| Scale: 1/32 | Kit No: 64745 |
| Price: £17.99 | Decal Options: 1 |
| Panel Lines: Raised | Status: Reissue |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 95, Clear 11 | |
| Manufacturer: Revell AG | |
| UK Importer: Revell UK | |
| US Importer: Revell-Monogram | |
| Includes paints, brush and tube of Contacta cement | |

TECHNICAL DATA

**F/A-18D Hornet Model-Set**

| | |
|---|---|
| Scale: 1/144 | Kit No: 64064 |
| Price: £7.50 | Decal Options: 1 |
| Panel Lines: Recessed | Status: Reissue |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 51, Clear 1 | |
| Manufacturer: Revell AG | |
| UK Importer: Revell UK | |
| US Importer: Revell-Monogram | |
| Includes paints, brush and tube of Contacta cement | |

TECHNICAL DATA

**Sopwith F.1 Camel Model-Set**

| | |
|---|---|
| Scale: 1/72 | Kit No: 64190 |
| Price: £6.99 | Decal Options: 1 |
| Panel Lines: Raised | Status: Reissue |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 23 | Manufacturer: Revell AG |
| UK Importer: Revell UK | |
| US Importer: Revell-Monogram | |
| Includes paints, brush and tube of Contacta cement | |

TECHNICAL DATA

**Boeing 737-800 TUIfly 'GoldbAIR' Model-Set**

| | |
|---|---|
| Scale: 1/144 | Kit No: 64268 |
| Price: £14.99 | Decal Options: 2 |
| Panel Lines: Recessed | Status: Revised Issue |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 60, Clear 3 | |
| Manufacturer: Revell AG | |
| UK Importer: Revell UK | |
| US Importer: Revell-Monogram | |
| Includes paints, brush and tube of Contacta cement | |

TECHNICAL DATA

**Albatros D.III Model-Set**

| | |
|---|---|
| Scale: 1/72 | Kit No: 64062 |
| Price: £6.99 | Decal Options: 1 |
| Panel Lines: Raised | Status: Reissue |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 23 | Manufacturer: Revell AG |
| UK Importer: Revell UK | |
| US Importer: Revell-Monogram | |
| Includes paints, brush and tube of Contacta cement | |

TECHNICAL DATA

**Fokker D.VII Model-Set**

| | |
|---|---|
| Scale: 1/72 | Kit No: 04194 |
| Price: £6.99 | Decal Options: 1 |
| Panel Lines: Recessed | Status: Reissue |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 29 | |
| Manufacturer: Revell AG | |
| UK Importer: Revell UK | |
| US Importer: Revell-Monogram | |
| Includes paints, brush and tube of Contacta cement | |

TECHNICAL DATA

**Me 262B-1a/U1 Nightfighter Model-Set**

| | |
|---|---|
| Scale: 1/72 | Kit No: 64179 |
| Price: £7.50 | Decal Options: 1 |
| Panel Lines: Recessed | Status: Reissue |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 55, Clear 1 | |
| Manufacturer: Revell AG | |
| UK Importer: Revell UK | |
| US Importer: Revell-Monogram | |
| Includes paints, brush and tube of Contacta cement | |

TECHNICAL DATA

**F/A-18E Super Hornet Model-Set**

| | |
|---|---|
| Scale: 1/72 | Kit No: 64298 |
| Price: £17.99 | Decal Options: 2 |
| Panel Lines: Recessed | Status: Reissue |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 88, Clear 3 | |
| Manufacturer: Revell AG | |
| UK Importer: Revell UK | |
| US Importer: Revell-Monogram | |
| Includes paints, brush and tube of Contacta cement | |

TECHNICAL DATA

**S.E.5a Model-Set**

| | |
|---|---|
| Scale: 1/72 | Kit No: 64061 |
| Price: £6.99 | Decal Options: 1 |
| Panel Lines: Raised | Status: Reissue |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 28 | |
| Manufacturer: Revell AG | |
| UK Importer: Revell UK | |
| US Importer: Revell-Monogram | |
| Includes paints, brush and tube of Contacta cement | |

TECHNICAL DATA

**SPAD XIII C-1 Model-Set**

| | |
|---|---|
| Scale: 1/72 | Kit No: 64192 |
| Price: £6.99 | Decal Options: 1 |
| Panel Lines: Raised | Status: Reissue |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 28 | Manufacturer: Revell AG |
| UK Importer: Revell UK | |
| US Importer: Revell-Monogram | |
| Includes paints, brush and tube of Contacta cement | |

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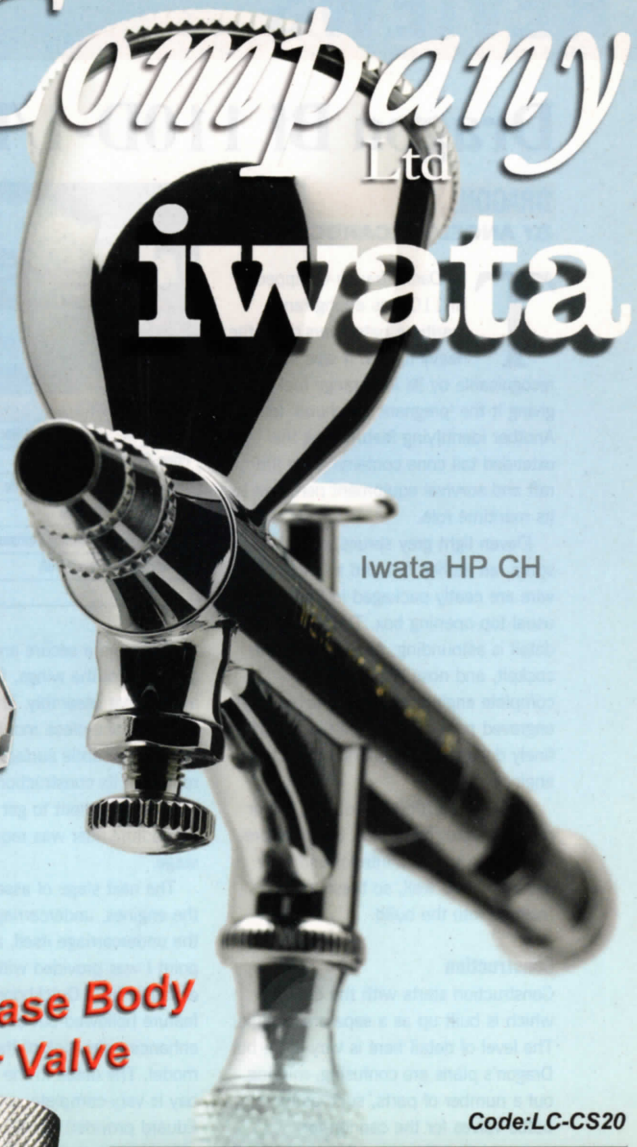


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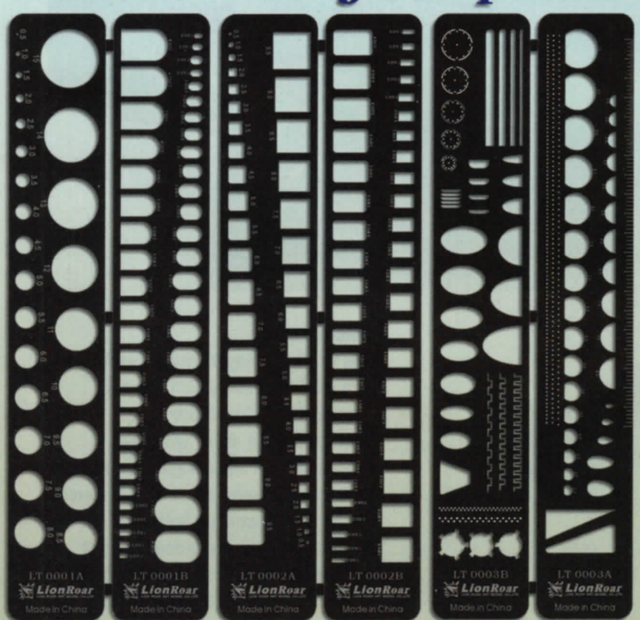


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# Dragon Bf 110D-1/R1 Dackelbauch

**DRAGON 1/32**

BY **ANGELO PICARDO**

**TECHNICAL DATA**

| | |
|---|---|
| Scale: 1/32 | Kit No: 3207 |
| Price: £99.99 | |
| Type: Injection Moulded Plastic | |
| Manufacturer: Dragon | |
| UK Importer: The Hobby Company | |
| US Importer: Dragon USA | |

The *Dackelbauch*-equipped Bf 110 was a long-range maritime patrol version of the heavy fighter. It was instantly recognisable by its long-range fuel tank giving it the 'pregnant daschund' look. Another identifying feature was the extended tail cone containing the life raft and survival equipment pertinent to its maritime role.

Eleven light grey sprues, one clear sprue, an etched fret and a length of wire are neatly packaged in Dragon's usual top-opening box. The level of detail is astounding. As well as a full cockpit, and nose gun bay, two complete engines are also provided. The engraved panel detail is restrained with finely done cowl fasteners around the engines.

As I was starting the kit, the Editor rang and told me he had Eduard's pre-coloured set for the interior and their exterior set as well, so these were factored into the build.

## Construction

Construction starts with the cockpit, which is built up as a separate module. The level of detail here is very high, but Dragon's plans are confusing, missing out a number of parts, such as the air bottle valves for the cannon-for example. The Eduard set provided the entire instrument dials as separate pre-painted items, which are fiddly to apply, as are the radio faces, but it is well worth the effort as they do bring the cockpit to life, and as the transparencies are so clear and extensive, all this detail will be very visible on a completed model. Once the cockpit is assembled, the multi-part canopy can be added, with its different options for open or closed pilot's and gunner's covers.

To ensure a secure and correctly angled fit of the wings, Dragon provides a stub spar assembly. The auxiliary fuel tank is a one-piece moulding that has some very subtle surface detailing to represent its construction. It needs a bit of encouragement to get it to fit properly and a little filler was required at this stage.

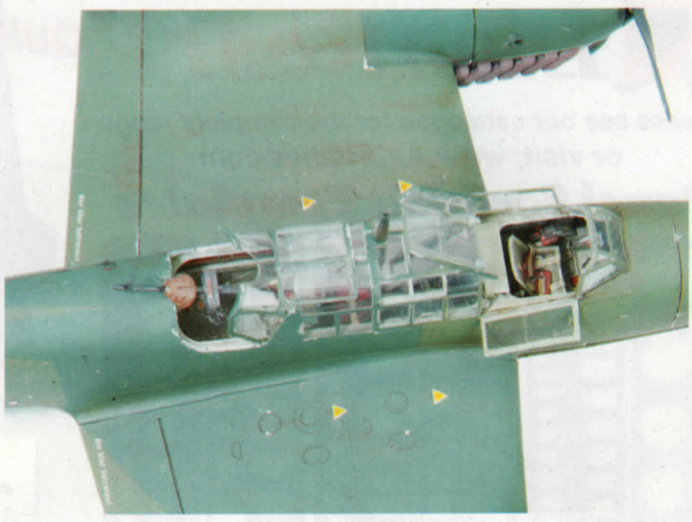
The next stage of assembly covers the engines, undercarriage bays, and the undercarriage itself, and at this point I was provided with replacement exhausts from Quickboost, which feature hollowed-out ends, greatly enhancing the look of the finished model. The detail in the undercarriage bay is very complete, and though Eduard provided etched replacements, I did not think they were entirely necessary.

The undercarriage legs are also highly detailed, needing only brake lines to be added.

None of the control surfaces are separate, and the wings feature internal stiffeners to prevent any droop, as they are fairly long.

## Colour Options

Two colour schemes are provided, both for aircraft from 3./ZG 76 operating in Norway and over the North Sea. One is RLM 70 over RLM65, and the other is an RLM 70 over RLM71 splinter pattern, over RLM65 light blue. I used Xtracolor enamels and found that the decals were in perfect register, and of good colour density. There are no Swastikas included so I sourced some from my spares, likewise the various fuel and oil triangles, as apart from the national markings and squadron codes, no stencil data was included on the sheet.



## Conclusion

This is a truly magnificent kit with a very high level of detail, which can be enhanced by using Eduard's pre-coloured set. As usual, Dragon's instructions are confusing with numerous parts being missed out or misnumbered, leading to a frustrating build. The breakdown of the parts does suggest other marks may turn up, and a night fighter would be greatly appreciated!

## Military Aircraft Monthly

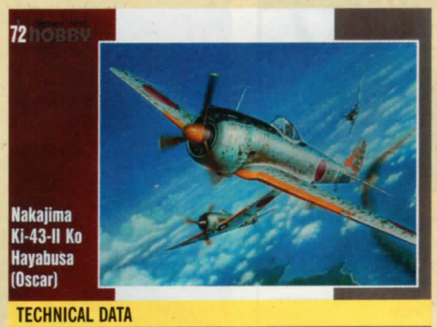
*This month in MAM we take a look at Bf 110 night fighters in the early black scheme, as offered in Dragon's initial 1/32 release, with text and commentary by Neil Robinson, and four pages of colour profiles by Peter Scott*

● SAMI

# Nakajima Ki-43 II Ko Hayabusa

**SPECIAL HOBBY** **1/72**

BY **KONSTANTINE MALINOVSKY**




**TECHNICAL DATA**

| | |
|---|---|
| Scale: 1/72 | Kit No: 72170 |
| Price: £13.50 US$27.00 | Decal Options: 4 |
| Panel Lines: Recessed | Status: New Tooling |
| Type: Injection Moulded plastic | Parts: Plastic 55, Clear 3 |
| Manufacturer: Special Hobby | UK Importer: Hannants |
| US Importer: Squadron | |

The Ki-43 was a mainstay of the Imperial Japanese Army Air Force in the first half of WWII, but even with the arrival of newer and more advanced fighters the aircraft managed to remain in active service until the very end of the war. The Ki-42-II was the second modification of the fighter, characterised by shorter-span strengthened wings, a longer and wider engine cowling, a reflector gunsight, and other minor modifications. 'Ko' designated the second batch that went into production in November 1942 and sported a characteristic carburetor cowling

The kit comes in a sturdy box, which is significantly larger than required. In fact it can easily accommodate another three or four kits of the same size. The parts are located on three sprues of medium grey soft plastic. It is a short run kit but the level of surface detail is very good, the panel lines are recessed and the fabric effect in the relevant places is very convincing. There is a very minimal amount of flash present on some of the parts. The canopy parts are packed in a separate plastic bag to prevent scratching, and are very clear but somewhat on the thick side.

## Construction

This is one of those kits that looks very good in the box, but poses a challenge during construction. The first issue the modeller will need to address is the thickness of the trailing edges of the wings, which will require careful but significant sanding down, otherwise they will not look to scale and will not allow the fuselage and wings sections to join properly. Unlike the majority of short-run kits this one features locating pins, which are actually not awfully helpful, so it is easiest to get rid of them altogether.

Special Hobby provides an excellent rendition of the cockpit interior, which, with the minor addition of some wiring, will be rather impressive even without the use of aftermarket detail sets.

General assembly reveals two chief problems – the assembly of the engine cowling and the wing-fuselage joint. The cowling is a four-part affair and none of the parts fits too well, so a lot of dry fitting is required, as well as some filler. On the positive side, after completion this assembly captures the gracious curves of the prototype extremely well. It also allows the gills of the cowling to be modelled in the open position, after some thinning, of course.

The wing-to-fuselage joint will also require a lot of dry fitting, sanding, and putty. The more you dry-fit the better chance you have of saving some of the excellent surface details, but after this area is tackled the rest of the kit is quite straightforward. Possible improvements you might wish to make include thinning down the aerial and undercarriage doors, scratch building the links on the undercarriage legs and adding seatbelts.

## Colour Options

Special Hobby offer four options. These are aircraft of 47 and 63 *Sentai* and also 33 and 77 *Hiko-Sentai*. Unfortunately, none of the machines is attributed to a specific pilot but all of them can be confirmed by photographic references. I chose White 5 of 33 *Hiko-Sentai* for my model, but the others were also very interesting. The decal sheet is printed by Aviprint and includes Hinomaru, tactical markings and some stencils. The colour density and hues are superb and the decals proved to be thin, sliding easily off the paper, and conformed with the surface details perfectly without help of any solutions. However, for the sake of experiment I used Gunze Mr. Setter and the result was excellent.

## Conclusion

I enjoyed this project, but because of the problems with fit I would recommend this kit to more experienced modellers. Surprisingly Special Hobby did not offer something absolutely new but decided to produce the very same version that Hasegawa have been offering for ages. It is good that they have addressed the weak points of the older kit, but I hope they will not stop at this modification and will roll out the other versions of the Hayabusa in time. The layout and some of the spare parts on the sprues hint that it is very possible.

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# Consolidated PB4Y-2 Privateer

**REVELL** **1/72**

BY **GEOFF PIKE**

**TECHNICAL DATA**

| | |
|---|---|
| Scale: 1/72 | Kit No: 04292 |
| Price: £14.99 | Decal Options: 3 |
| Panel Lines: Recessed | Status: Reissue |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 115, Clear 45 | |
| Manufacturer: Revell AG | |
| UK Importer: Revell UK | |
| US Importer: Revell-Monogram | |

The US Navy operated various versions of the Liberator throughout World War Two, but the Privateer was the definitive Maritime Patrol version. I suppose it was the American Shackleton equivalent, easily identified by its large single fin and rudder, and extended forward fuselage. The engines were not turbo-charged, deemed unnecessary for a low to medium altitude over-water mission, and were mounted at ninety degrees to previous B-24 wing fits. The PB4Y-2 entered combat in January of 1945, patrolling the China coast, Indochina and the Malay Peninsula. They introduced stand-off weapons to the US Navy, dropping Radar-guided 1,000lb ASM-N-2 glide bombs against Japanese targets. Unfortunately there aren't a couple of those in the box.

This is a straightforward re-issue of the 1980s Matchbox kit, and is presented in an end-opening box containing one transparent and four light grey sprues, for a total of forty-four and one-hundred and sixteen parts respectively. Most of the transparent parts are windows for the transport option. A colourful decal sheet and six-page instruction booklet complete the contents.

## Construction

A basic cockpit of seats, rear bulkhead, instrument panel and control yokes is provided, plus an instrument panel decal. An early decision has to be taken regarding the option to be modelled, as the appropriate flashed-over windows need to be opened up for either a patrol or transport version. Optional nose, tail, and dorsal turrets, or else nose and tail cones plus dorsal blanking plates are supplied, plus alternative rear fuselage side panels with or without defensive gun blisters. The vertical tail fin and rudder is provided as a separate assembly. 40g. of nose weight is recommended to prevent a tailsitter.

As per the instructions I attached each nose half to its appropriate fuselage half, rather than fitting the complete nose to the fuselage. This avoids any potential for a step or mismatch in the joint which is difficult to cover up. The nosewheel strut is a fairly frail attachment that fits onto cross members moulded into each nose half, and sure enough I broke the leg off during later construction. I reinforced the crossmember with plastic card, then drilled out and pinned the wheel leg back on with a fusewire insert.

The two dorsal turrets trap between the fuselage halves, and I had to remove a bit of plastic from the internal moulded mountings to fit them satisfactorily. The nose and tail turrets can be added at later stages of construction, which is handy. I did box in the nosewheel bay with a bit of plastic card, to avoid a 'see-through' effect from the bombardier's nose glazing. Cockpit glazing is a bit thick, but covers up a lack of detailing.

Wing and engine assembly is straightforward, although the mainwheel bay internal detail is a bit heavy, and there doesn't seem to be enough room for the wheels to retract. There are some radar lumps and bumps to attach - apparently the French removed the electronics from their aircraft, but the lumps and bumps remained. Add the RDF antennae, tailskid and a couple of aerial wires, and construction is complete.

## Colour Options

Markings for three options are included, and although they are similar, they are not the same three aircraft alternatives provided in the original Matchbox kit.

- 1). PB4Y-2 X398 Tortilla Flat with nose art and a sharkmouth, of VPB-106, West Field, Tinian, Palawan, in Sea Blue, Mid-blue and white
- 2) Liberator C.IX JT987 of 168 Sqn. RCAF, Rochcliffe, Ontario, 1947, with no armament, faired-over nose and tail cones, and additional cabin windows. Overall silver with black anti-glare nose panel
- 3) PB4Y-2 F-7 of 24 Flotille, Aeronavale, Tan Son Nhut, Saigon, Indochina, June 1954. Overall gloss Sea Blue with black anti-glare panel on nose, and yellow bomb mission markings

I chose the French aircraft serving in Indochina, but couldn't turn up much reference material to confirm markings etc. Most English language publications treat the French air war in Vietnam as a brief opening chapter if they mention it at all. The decals went on well with no adverse reaction to decal solvents, and were reasonably opaque against the dark airframe colour.

## Conclusions

This is a typical Matchbox offering; quite basic, no frills but a bold and imaginative subject. I don't see Hasegawa bringing out a Privateer anytime soon, so if you want a model of this lesser-known but important Liberator variant, this is it. Fortunately it is reasonably priced, goes together well, and looks good when built.

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# L-23 Super Blanik/TG-10B Merlin

**CMR** **1/72**

BY **ERNIE LEE**

**TECHNICAL DATA**

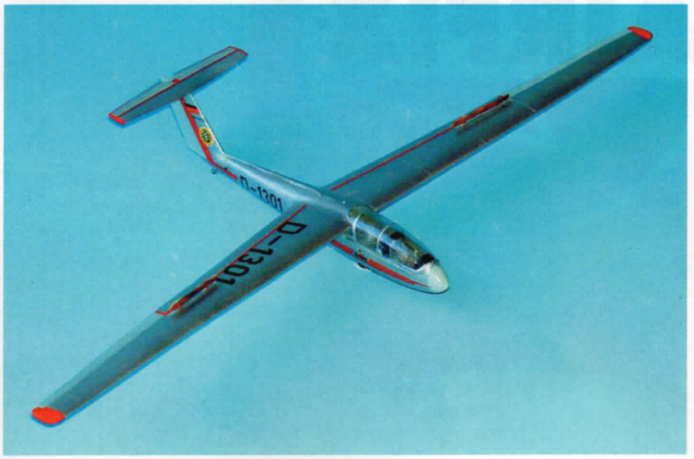
| | |
|---|---|
| Scale: 1/72 | Kit No: 7232 |
| Price: £16.99 | Type: Resin |
| Manufacturer: CMR | |
| UK Importer: Hannants | US Importer: Squadron |

One look at the complexity of the instruction sheet and you know that you are in for an interesting build. With a multitude of colour schemes included, there is the usual number of alternative parts, so you have to decide at the start which aircraft you are building. Having opted for a L-23 Super Blanik of *Deutsche Alpensegelflugschule* Unterwossen, here goes.

### Construction

The fuselage comes complete with fin and rudder plus the usual recess for the cockpit and alternative fuselages are provided, so you need to make sure you use the correct one. The cockpit interior consists of seats with pre-coloured photo-etched harness and control columns, and to complete the assembly, pre-coloured instrument panels.

Interior complete I could add the wings. These are a single moulding and fit into a step down section of the fuselage. You have the option of open or closed airbrakes and only if you choose the latter will you need to fit them at this stage. After the horizontal tailplane there is just the canopy to fit before painting.



### Colour Options

I found the decals tricky. The items themselves are excellent but they are very thin and will bend onto themselves if you are not careful. One of the tail markings did this and I had to make careful repairs under water. They required no softening solution, just water, and I suggest flooding the model with it before applying them. If you are producing an example that has the tail and fuselage design as a single piece I suggest that you cut it into two pieces and fit the vertical section first and then join the horizontal decal.

At this stage you can add the undercarriage and air brakes plus the rear fuselage grab handles and the model is complete.

### Conclusion

This is another excellent example from CMR, it seems that each new kit is more detailed than the last.

● SAMI

# RQ/MQ-1 Predator UAV

**BRONCO** **1/48**

BY **DAVID FRANCIS**

**TECHNICAL DATA**

| | |
|---|---|
| Scale: 1/48 | Kit No: FB4003 |
| Price: £13.75 US$23.33 | Decal Options: 2 |
| Panel Lines: Recessed | Status: New Tooling |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 54, Clear 5 | |
| Manufacturer: Bronco | |
| Available from www.luckymodel.com | |

The Predator is in service with a number of air forces around the world including the RAF. This is the third 1/48 UAV that has crossed my bench so far this year, showing just how important this class of aircraft is becoming. It's a very simple kit but does come with a number of optional parts to produce either the pure reconnaissance version, the RQ, or the more aggressive MQ, armed with twin Hellfire missiles. You are supplied with two styles of lower fuselages and alternative FLIR turrets, and some web research may be necessary to confirm which you need for your marking option, as the example I built did not use some of the parts indicated on the instructions - though of course it may have been modified in service.

### Construction

There is little controversy regarding construction, as the fit of parts is very good and only a tiny amount of filler was needed on some seams to make them completely invisible. I was afraid that the very thin undercarriage legs would not be up to the job, especially as you do have to insert some nose weight to prevent tail sitting. In fact I need not have worried as they are surprisingly strong despite their scale appearance.

There are only two areas that require some care, the first is the propeller, which is a very tight fit in the spinner and a small amount of thinning of its collar helps, but be careful as the propeller blades are very thin and easily broken. The second is the nose probe. Bronco instruct you to produce this from stretched sprue, but I would recommend drilling a hole in the forward nose before you assemble the fuselage and then using thin wire or a needle, as this item is very vulnerable to premature removal.

If you are not fitting the Hellfire missiles you will have to fill the slots in the wings and I would advise leaving off the underwing pitot tubes until the very final stages of construction. One of mine has disappeared, never to be seen again due to my forgetting it was there.

### Colour Options

Markings are supplied for four options, three USAF examples and one belonging to the Italian Air Force, and of course all are painted in various shades of grey. The USAF machines all have coloured bands around the tails and small squadron badges. Painting guides are supplied using Gunze Sangyo, Hobby Color, Tamiya and Humbrol paint ranges.

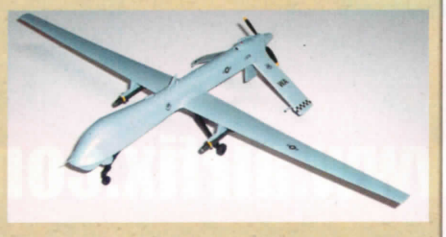
The decals are of very high quality and settle down well with Micro Sol and Set.

### Conclusion

I really liked this kit although I wish we had a RAF option, but I am sure Model Alliance will find a small corner of one of their sheets to cover this important addition to the order of battle. Construction is simple, as is the paint job, and in 1/48 it makes quite a large model. Now all we need is a 1/48 Global Hawk as a companion - and that would be a BIG model, dwarfing most modern jet fighters.

Our thanks to Lucky Model for supplying the review sample.

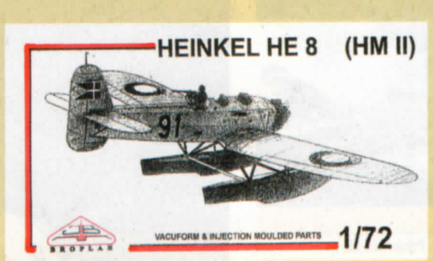
● SAMI



# Heinkel He 8

**BROPLAN** **1/72**

BY **DAVE HOOPER**




**TECHNICAL DATA**

| | |
|---|---|
| Scale: 1/72 | Kit No: MS-130 |
| Price: £21.50 | Decal Options: 3 |
| Panel Lines: Recessed | Status: New Tooling |
| Type: Vacform | |
| Parts: Vacform Plastic 23, Injection Moulded Plastic 36 | |
| Manufacturer: Broplan | UK Importer: Aeroclub |

The vacform kit has taken a bit of a nose dive in popularity over the past fifteen years or so with very few cottage industries still producing kits in this media. I was therefore very pleased to receive this latest offering from Broplan, which contains two small sheets of vacformed plastic and a sprue of injection moulded parts. The quality of moulding on the vacform parts is superb throughout, although the plastic is quite thin so areas like the fuselage and wings will require the addition of extra ribs or other methods of reinforcement. The injected parts in this kit are an improvement on previous Broplan models I have reviewed, but still fall well below the industry standard, being rather poorly formed and moulded in a very soft plastic, which is difficult to work with. The instructions come in the form of a single sheet containing one exploded diagram, a front-view plan to illustrate wing dihedral, internal side view and colour plans. A set of scale plans would have been useful.

### Construction

I began with the internal details which are fairly comprehensive and made up from a mixture of vacform and injection moulded parts. These went together very well although the cockpit floor needs reducing in width in order to fit in between the two fuselage halves. The wings, tailplanes and fins/rudders all come in two parts (upper and lower or port and starboard) and as such require quite a lot of preparation work to achieve the correct final substance. I used balsa to fill the gap between the two wing halves so that the finished wing had a more solid feel. The wings are reinforced at the wing root with what I can only describe as a rectangular shaped corrugated vacform block, which fits through the fuselage and into each wing section. I built up the complete float section separately, which would have worked well had I not had a senior moment and fitted the floats in the wrong direction. With the float orientation corrected the complete section fitted nicely onto the underside of the fuselage although I did replace the float-to-wing struts with brass Strutz for added strength. The basic looking engine would definitely benefit from a lot of extra time and effort put into it, but is reasonably serviceable out of the box. Finally the wind generators, windscreens, and prop were added.

### Colour Options

The kit supplies colour information and options for three Danish He 8s, although all the decals are generic so many more options would be achievable with a little research. The decals are printed onto a clear decal paper and therefore all the National markings require a white base on which to be used. I photocopied the decal sheet and used this to create templates that were ultimately used to cut out what I required from a white decal sheet. The decals also require spraying with a few coats of acrylic lacquer before use. Once this was done they were easy to use.

### Conclusion

I rather enjoyed building this kit, which was reasonably simple to put together as provided, with the only problems experienced being of my own making. Broplan really do make excellent vacforms, but I can't help thinking that the inclusion of white metal parts would be a cheap and viable alternative to the rather poor injection mouldings.

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# A-7 Corsair

**HOBBYBOSS 1/48**

**BY GARRY F. PRETTYMAN**

**TECHNICAL DATA**

| | |
|---|---|
| Scale: 1/48 | Price: £26.99 |
| Kit No: 80342 | Decal Options: 2 |
| Type: Injection Moulded Plastic: | |
| Status: New Tooling | |
| Parts: Plastic 112, Clear 6 | |
| Manufacturer: HobbyBoss | |
| UK Importer: Creative Models | |
| US Importer: Squadron | |

Back in the 1960s the US Navy held a competition to develop a new light attack aircraft with updated avionics, to carry a better payload than the A-4E Skyhawk then in service. The winner of the competition was Ling Temco Vought (LTV) with their A-7, which was based on the earlier F-8 Crusader. The J52 engine that powered the Crusader was replaced with a more fuel efficient TF30 turbofan, which resulted in a shorter fuselage, obviating the need for a variable incidence wing as tail strikes were now not an issue. After a while in service with the Navy the aircraft gained the unflattering nickname SLUF, an acronym we are loathe to transcribe here for reasons of taste.

HobbyBoss have been producing the A-7 in 1/72 for some time and now they have unleashed a range in 1/48. The detailing is very sharp and the riveting is very restrained. A nice set of decals is included, and a very user friendly instruction sheet.

## Construction

Construction started with the cockpit tub, which was painted Dark Gull Gray with a Raw Umber oil wash, and the seat replaced with a resin item. The panel was fitted and dry-brushed and detail painting attended to before construction moved on.

The engine intake was constructed next and as with all such items it proved a very difficult job to hide the join and get a nice finish inside the trunking. A resin seamless intake would work well here. The main undercarriage bay was constructed and installed, and this shows some good detail, and the main and nose undercarriage units were assembled but set aside for later. The last thing to assemble before the fuselage halves could be mated is the rear engine exhaust unit and exhaust face. Make sure you remember to paint the rear part of the airframe, where the exhaust fits, as you won't be able to do it when the fuselage is joined. Also, open up the holes in the front part of the fuselage for the air-to-air refuelling probe, which will need to be fitted later on in construction.

While the fuselage was drying I assembled the wings, which was a simple affair, once again remembering to open up the holes for the weapon pylons. The wings feature positionable internal flaps only, which is a shame, and no wing fold.

The glue now dry on the fuselage I went over it checking for flaws and any parts that needed filler, and as with most models there's always a bit of tidying up to do. Once I was happy I fitted the wings with only a minute drop of filler being required to form a nice neat join. The last thing to be fixed into place was the chin intake. I have heard a few comments regarding its shape, but I think HobbyBoss have got it about right.

## Colour Options

I wiped the model down with Polly-S prep to render it ready for the primer, which in this case came from Tamiya. The model was then pre-shaded with matt black ready for the main colours, which are Light Gull Gray (FS 16440) and Gloss White (FS 17875). For this build I used enamel paints from Xtracolor.

HobbyBoss provide two schemes:

- A-7A of VA-37 Bulls attached to USS Saratoga (CV 60) during 1971
- A-7A of VA-105 attached to USS Saratoga during 1973. One thing to note with this scheme is that HobbyBoss have missed out the Modex number, 415, which would normally be appended to the nose and the flaps.

I chose to model the first option purely because it was the most colourful and belonged to the CAG. Before I applied the decals I first painted around the nose cone and the top of the rudder with X146 Bright Blue (FS 15183). The decals are very thin and in perfect register, proving very easy to apply just using the normal setting solutions.

While the decals were drying I turned my attention to the weapons, of which there is a very good selection. Included are:

- 2 x AIM 9B Sidewinders.
- 12 x Mk. 82 slick bombs.
- 12 x Rockeye Cluster bombs (CBUs)
- 2 x AGM-8 HARM Missiles.
- 1 x Lana pod.
- 2 x GBU-8 Hobos.
- 2 x Paveway missiles.
- 2 x external fuel tanks.

The external fuel tanks look wrong, and don't match my references, although of course you don't have to use them with so many other options.

Once dry I fitted all the pre-painted and weathered undercarriage units including the undercarriage doors, which will need to have their edges painted in red. The model has two avionics bays, and these look really nice when painted up and shown in the open position.

## Conclusions

Thanks to Hobby Boss we finally have an A-7A in 1/48 and it builds into a rather good looking model. There are a few minor issues, such as the shape of the fuel tanks and the lack of a formation light on the starboard side of the airframe, but this said, I really enjoyed this build and will build any others that became available. Well done HobbyBoss.

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| 49485 | F-15E seatbelts 1/48 Aca | £7.75 |
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| 73356 | Mi-26 Halo int 1/72 Rev/Zve | £7.75 |
| 33050 | F-8J int S.A. 1/32 Tru | £10.50 |
| 33064 | Spit Mk.IX late int S.A. 1/32 Tam | £10.50 |
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| FE458 | TA-4J S.A. 1/48 Has | £7.75 |
| FE467 | Canberra B2 S.A. 1/48 Air | £7.75 |
| FE466 | BR.20 Cicogna int S.A. 1/48 Spec Hob | £10.50 |
| FE474 | B-24D cockpit int S.A. 1/48 Rev/Mon | £10.50 |
| FE482 | A-4KU S.A. 1/48 Has | £7.75 |
| FE483 | E-2C int S.A. 1/48 Kin | £10.50 |
| FE492 | F-15E int S.A. 1/48 Aca | £7.75 |
| FE493 | Bf 110G-4 WEEKEND 1/48 Edu | £7.75 |
| SS343 | BAe Nimrod int 1/72 Air | £10.50 |
| SS346 | Mi-24V Hind int S.A. 1/72 Hob Boss | £7.75 |
| SS354 | BAe Hawk S.A. 1/72 Air | £7.75 |
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| EX297 | HH-60H 1/48 Ita | £7.50 |
| EX298 | F6F-5 1/48 Hob Boss | £4.50 |
| EX300 | F-22 1/48 Has | £4.00 |
| JX103 | Spitfire Mk.IX 1/32 Tam | £7.50 |
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| 500018 | Nakajima Ki-44 Shoki | £23.00 |

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|---|---|---|
| MG02-72 | Spitfire 22/24 C&M+decals 1/72 | Retail £19.99 |
| MG02-48 | Spitfire 22/24 C&M+decals 1/48 | Retail £19.99 |
| MKD72007 | L-29 Delfin C&M+decals 1/72 | Retail £19.99 |
| MKD48007 | L-29 Delfin C&M+decals 1/48 | Retail £19.99 |
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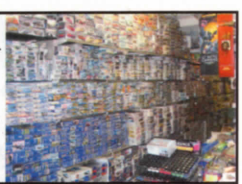

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# Douglas D-558-2

**SPECIAL HOBBY** **1/72**

BY **DEON WHITTAKER**

**TECHNICAL DATA**

| | |
|---|---|
| Scale: 1/72 | Kit No: 72180 |
| Price: £14.50 US$29.25 | |
| Decal Options: | |
| Panel Lines: Recessed | Status: Revised Tooling |
| Type: Injection Moulded plastic | |
| Parts: Plastic 38, Resin 4, Etch 30, Clear 1 | |
| Manufacturer: Special Hobby | |
| UK Importer: Hannants | US Importer: Squadron |

With an ever increasing range of interesting types from Special Hobby, the Douglas D558-2 Skyrocket is a must-have for any X-plane enthusiast, along with the preceding D-558-1 Skystreak design, from which the Skyrocket was modified. A third phase of development into an armed mock-up did not see the light of day. The Skyrocket was the first aircraft to exceed Mach 2 and used an escape module system like that employed with the F-111. There were three incarnations of the D-558-2 variously using jet, turbo jet and rockets or combinations thereof, all catered for by the kit and explained in the instructions. There were a number of changes to leading edge and wing chord arrangements but whether or not detailed and accurate plans of these are available, certainly none are mentioned or suggested in the kit and some careful scrutiny of available photos might shed some light.

The kit comes in the usual end-opening box so it is better to build than to stash! There are thirty-six plastic and resin parts, and a similar number of photo-etched items, all of which appear well produced. The plastic is nicely engraved, the resin wheels are gorgeous and the photo-etch really does add finesse to the cockpit, undercarriage and nose probe. You even get a free spare fuselage for the non-jet version. The decal sheet, by Aviprint, looks good and the instructions are fine, for the most part, using Gunze colour references.

## Construction

On initial inspection of the plastic parts the moulding is clean with very little flash and the engraving is neat and restrained. Looking at photos of the real thing, there is very little evidence of panel lines, so I did not worry about losing them when building. The cockpit photos I could find did not include the side instrument panels on the etch fret and the positions of these parts were not clear from the instructions. The main instrument panel was trimmed to fit and the rudder pedals were placed by guesswork. A couple more explanatory sketches throughout the instructions could have eased any doubts.

The fuselage is horizontally split and will need careful test fitting. The wings and tailplane all butt-join to the fuselage, needing careful alignment, for which a jig is recommended. A little careful sanding is needed on the canopy to make a flush fit. I overdid it and spent a while adding shims and making good. Following this stage, filling, sanding and numerous priming coats reduced the engraved detail to a minimum. Several coats of white were applied, followed by a gentle sketching in of panels with a soft, light grey pencil.

Assembling the undercarriage was another area that would have benefited from some explanatory sketches. There is some structural detail in the wheel wells, but plenty of room for additional work should any references come to light. The photo-etched inserts for the jet intakes made no sense to me as I couldn't work out where they went or what they were supposed to be, so I won't miss them. Some pitch and yaw vanes, wing fences (for the third aircraft) and a few other bits and pieces complete the model and it's ready for its decals. Alternative parts are provided for an aircraft fitted with stores. These look great and would add some additional colour, but were not appropriate for my chosen version.

## Colour Options

There is one colour option – white, but there are three marking options. Two are for NACA aircraft, one with the yellow NACA tailband and blue stores on underwing pylons, and the other with the shield style NACA logo. The third option is for a US Navy aircraft with large 'Navy' stencils. The decals themselves are very fine and look painted on, but do not like being over-handled. Various decal solutions were tested and there was no adverse reaction.

## Conclusions

This is a limited-run kit that is very accurate and captures the look of the real aircraft. The instructions fall short in helping the modeller to position those undoubtedly well-researched details properly, but the component quality is generally excellent. I recommend this kit to any experienced modeller. There's another in the stash that I'll be using for the unbuilt Phase 3 armed mockup!

● SAMI

# Supermarine Spitfires Mk.I Early and PR.IG

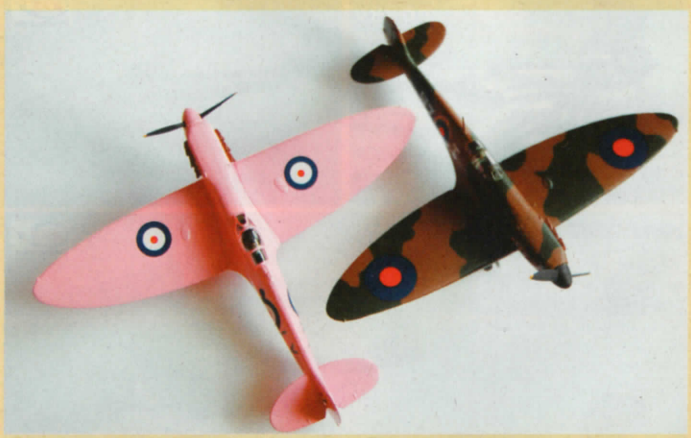
**AZ MODEL** **1/72**

BY **ALEC SMITH**

**TECHNICAL DATA**

| | |
|---|---|
| Scale: 1/72 | Kit No: 7289 |
| Price: £TBA US$TBA | Decal Options: 3 |
| Panel Lines: Recessed | Status: New Tooling |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 38, Clear 1, Resin 1 | |
| Manufacturer: AZ Models | |
| UK Importer: Hannants | US Importer: UMM-USA |

Here we have two issues of AZ Model's ongoing Spitfire series, both in the manufacturer's end-opening white boxes with pleasing artwork on the front and full colour paint schemes on the back. Instructions cover all variants in the series, and they also share common sprues. In these kits there are two sprues of grey plastic featuring some very nicely moulded and finely detailed parts, plus two decal sheets. The first is for the specific markings for each boxing, the second contains generic Spitfire stencils. All looks good from here.



## Construction

Before any assembly or pre-painting was undertaken, a fair amount of cleaning up of the parts was necessary, reminding you that the kits are still short run, and are quite low pressure toolings. Nothing major in the flash department per se, more a case of cleaning up the edges and seams all over. Once cleaned up the assembly was generally straight-forward, however, nothing could be rushed or done particularly quickly. For example, the wheel wells in the wings are made up of detail on the upper wing piece to match with the aperture in the lower wing, with a shaped piece to go between

# Albatros D.V Profipack

**EDUARD** **1/48**

BY **PAUL GILSON**

This kit looks to be a re-release of the Eduard D.V which has been around for a while, with the addition of a sheet of etched parts and masks, and now marketed under the Profipack label. The basic kit has always been good and this version comes with some new and colourful options. The instructions are a ten-page booklet of diagrams and colour profiles – this is also available on Eduard's website, more of which later.

**TECHNICAL DATA**

| | |
|---|---|
| Scale: 1/48 | Kit No: 8112 |
| Price: £14.99 US$24.95 | Decal Options: 4 |
| Panel Lines: Recessed | Status: Reissue |
| Type: Injection Moulded Plastic | |
| Parts: Plastic 56, Etched 85 | |
| Manufacturer: Eduard | |
| UK Importer: Hannants/LSA | |
| US Importer: Squadron | |

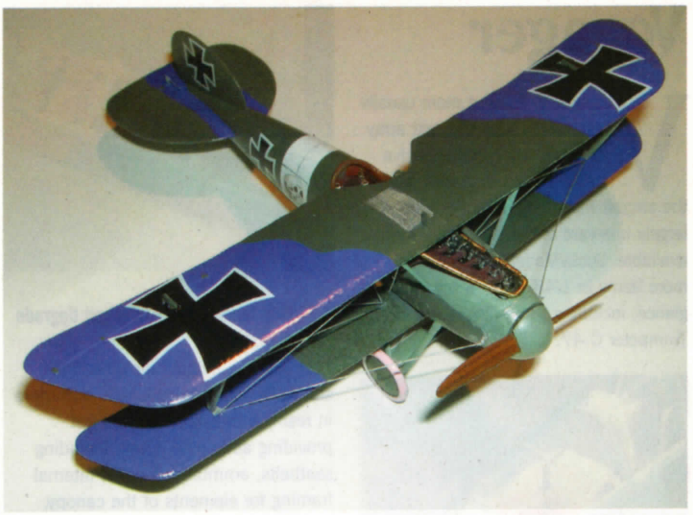
## Construction

Starting in the cockpit there are a host of etched details to be added and all goes together with no issues. I particularly like the pre-coloured seat belts and their fixings. There are optional etched parts for the cockpit instrument panel, sidewall-mounted controls and the machine gun jackets. The rest of the construction just follows the diagrams with no problems. The only two queries I have with the kit are the length of the undercarriage legs and the aileron actuators. The undercarriage legs appear to be a fraction short and make the aircraft sit more tail up than it should, so I added a slight extra bend to the tail skid to offset this partly. Secondly, from photographs, there appear to be two different arrangements for the aileron control cables and the assembly diagram does not work with the rigging/cable diagram given, so check some photographs before you decide to fit all the photo-etched parts.

## Colour Options

All the options given have light blue undersides to the wings and a dark green and violet pattern to the upper wing surfaces. The main differences are to the fuselage colour scheme.

- A - Ltn. Kurt Monnington, *Jasta* 15, 1917, with a three-colour grey fuselage and a white stripe and skull motif
- B - Ltn, Walter Böning, *Jasta* 76b, early 1918, having a natural wood fuselage with blue and white tail rudder details
- C - Ltn. Hans Adam, *Jasta* 6, summer 1917, again a natural wood fuselage and black and white striped tail and lower wing undersides
- D - Ltn. Wilhelm Lehmann, *Jasta* 5, 1918, this version has a white, red and green fuselage and tail with a large flower motif
- E – Ltn. Alois Heldmann, *Jasta* 10, late 1917, another wooden fuselage with black stripe, yellow nose and white tail



I choose option A and used a light spray of Halfords grey primer as the base. The nose top section is easily delineated, but the dark green/grey upper fuselage requires some artistry as it blends down the fuselage sides. The main colour problem, which I hinted at earlier, is the violet sections of the upper wing and tailplanes. The violet colour given did not match the colour in my paint pot of that number, or the colour on the instruction sheet, but the downloadable colour chart from Eduard was what I expected – especially on one of the colour calibrated screens used in photogrammetry at work! Oddly enough, when printed on a colour printer the colour reverts to the wrong shade, and the nearest equivalent is a slightly toned-down Tamiya X-16, which is what I used. Unfortunately this looks bluer in the photographs than real life – honestly. Once over all these hurdles, and a layer of Klear, the actual decals were a dream.

## Conclusion

A welcome re-issue with all the extras and I think for £14.99 it's great value. The only thing that might deter the beginner is the rigging, which has to be done, but give it a go. I'd recommend you check out the colour profiles freely available at www.eduard.com/info/photos/8112 Highly recommended.

● SAMI

the two to make up the sides. This middle part then needs to be clamped securely to the one-piece lower wing in order to conform to the wing shape and fit snugly. The lower wing then needs to be thinned down along the rear and ends by a fair amount in order to get a decent fit with the upper wing. It all works – as long as you take a little time.

The cockpit fits together well, and is nicely detailed. It is also engineered to be fitted after the fuselage halves have been joined, making life much easier. However, care needs to be taken not to push the interior too high, as it will end up fouling the hood, especially on the early flatter canopy editions, as I found out, causing me to trim down the pilot's headrest. The canopies in the various boxings are a mixture of vacform and injection. The Mk I is being a very fine injection canopy, and the PR.IG a vacform, of which only one is provided. I would have liked a second, as mine had unfortunately been a little crushed in the box. You also have a choice of propellers in all issues, leaving plenty for the spares box.

## Colour Options

The Mk I Early has options for either K9789, the first production aircraft, or K9797 both in Dark Earth, Dark Green and Silver, from 19 Sqn at RAF Duxford in August and September respectively, and with the Yellow ringed upper surface roundels. The third option, and my choice, is for K9794 also of 19 Sqn at Duxford, but this time in the immediate pre-war scheme of Dark Earth, Dark Green upper, White and Black lower, with Silver control surfaces.

The PR.IG has options for two aircraft in standard fighter camouflage, and the other from the Photographic Reconnaissance Unit based at St. Eval in 1941 in overall Pink. This was always going to be my choice, as I have always wanted to model a Pink PRU Spitfire. For this colour I used Humbrol #200, mixed approximately 50/50 with #130 Satin White. AZ have also included the camera ports as black circles on the decal sheet for those who do not fancy drilling out the various ports and holes, which does makes things easier for those with either less time or patience .

Overall the decals for both kits are excellent, and have good register and colour density. With the Mk I I feel that the fuselage codes are possibly a little undersize, but I have not finally made my mind up. There are some very good shots of WZ-T about, so the builder can decide. As for the PR.IG the 'Pinkie' is a real joy, even down to the oddly sized and positioned wing roundels – made even odder by being in slightly different places either side.

## Conclusions

These are well produced kits of an important aircraft, and suggest that the Czechs have almost as strong an affection for the Spitfire as we do. Some might consider them expensive for what they are, however, with the decal options and the spare parts in each boxing, they are well worth getting both to build up and to use the 'leftovers' on other kits. I shall certainly be doing this with a couple of the other editions.

● SAMI

# Voyager

Voyager is a name more usually associated with the vast array of extremely comprehensive 1/35 armour upgrades, and the aircraft modelling fraternity seems largely unaware of the excellent options available. LuckyModel have revealed more items in 1/48 worth a second glance, including some nice items for the Trumpeter C-47.

**#320201 Junkers Ju 87G Cockpit Upgrade**
**Price US$36.99**

This very big helping includes floor, sidewalls, seats, panel. MGs and more in resin, with a large etched fret providing additional detail, including seatbelts, ammunition belts, internal framing for elements of the canopy, gunsights and much, much more. The casting quality is very fine and the pouring stubs offer minimum resistance, being moulded very thin to allow easier clean-up. Designed for the Hasegawa kit, this will make a real thorough job.

**#320303 Junkers Ju 87 Exhaust Stack**
**Price US$2.39**

Hollow resin exhausts designed for Hasegawa's big Stukas. Nicely cast, and easy to detach from their blocks – always a plus with resin – at the asking price these are simply too good to miss!

**Conclusion**

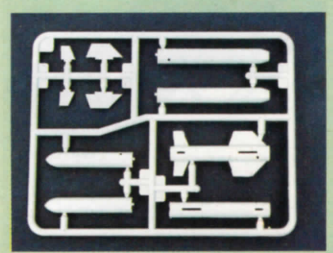
Voyager are definitely on the map as far as quality and value are concerned – they just need to be recognised as a source for aircraft modellers, as these items received are as good as any upgrades we have seen from other sources. Prices quoted are from LuckyModel's website, and shipping is free on these items. Check out all this and more at www.luckymodel.com

● SAMI

# Lucky Strike Package

**Skunkmodels Workshop**

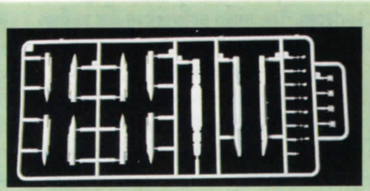
What's new from the Skunkworks? Bombs, basically. Bombs, missiles, pods, and assorted hardware to hang under your jets. The latest two releases cover the ever-popular Israeli Defence Force in 1/72, and modern US/NATO weapons in 1/48. Both sets are injection moulded and offer a vast array of pieces, as well as decal sheets for stencilling. Don't let your F-16s get caught in a state of undress...



**1/48**

**SW-48006 US/Nato Weapon Set**
**Price: US$13.99**

- 4 x AGM-154 (JSOW)
- 4 x AGM-84D (HARPOON)
- 4 x AGM-84E (SLAM)
- 4 x AGM-84H (SLAM-ER)
- 16 x GBU-39 (SDB) with Pylon
- 4 x IRIS-T

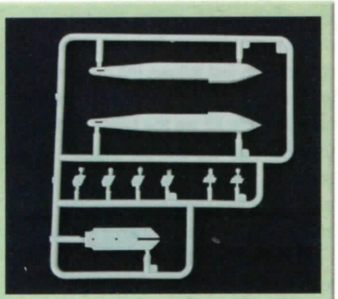


**1/72**

**SW-72001 IDF Weapon Set**

- 4x AN/AXQ-14
- Price: US$9.99
- 4x Delilah
- 4x Python-4
- 4x Popeye
- 4x Spice
- 4x AAQ-28

It's good to see weapons sets in 1/72, as this seems to be a matter often overlooked. Skunk's packages are compact and generous, and the modeller should find plenty of use for these excellent sets. Prices are from LuckyModel's website, but do not include shipping cost. Check out these, and the growing range of US Navy vehicles from Skunkmodels at www.luckymodel.com



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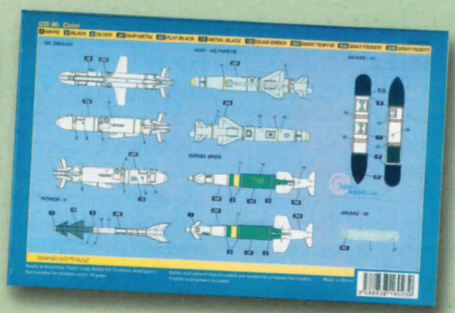

# Rotor Craft

Latest release from A2Zee's Rotor Craft label is a must-have for anyone buying the recent Hasegawa AEW Sea King. When this aircraft is on the ground the radome is pivoted to the side and at the same time deflated. Hasegawa have not catered for this in their kit, so as supplied you are forced to mount the model on some kind of stand.

Rotor Craft have produced a one-piece casting for a deflated radome bag that is a direct replacement for the kit's radome (Part V3).

**1/48**

**Sea King AEW.2A Deflated Radome Bag**
**Designed for: Hasegawa**
**Price: £4.50**

**Conclusion**

A simple casting that gives a good representation of the real thing and solves a surprising flaw with the Hasegawa Royal Navy Sea King AEW.

All Rotor Craft items can be purchased from the A2Zee website at www.a2zeemodels.com

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# Quickboost

Quickboost by Aires is another range we have missed of late, so we are grateful to LuckyModel for passing on samples of recent releases. Items are resin quick-fix type accessories, designed to add maximum effect for minimum fuss, and the selection of exhausts received in this batch are all very finely cast, and will add a little touch of class to any model upon which they are employed.

**1/32**

**QB-32072 Nakajima Ki-44 exhaust (for Hasegawa)**
**Price: US$4.99**

**QB-32073 Ju 87D-5N standart night exhaust (for Hasegawa)**
**Price: US$6.69**

**QB-32074 Ju 87D-5N night exhaust type A (for Hasegawa)**
**Price: US$6.99**

**1/48**

**QB-48283 Kugisho D4Y1/D4Y2 Judy exhaust (for Fine Molds)**
**Price: US$4.99**

**QB-48284 Ju 87D-5N night exhaust type A (for Hasegawa)**
**Price: US$4.99**

**QB-48286 Fw Ta 154 exhaust (for Dragon)**
**Price: US$6.69**

Quickboost, like CMK's Quick & Easy and Eduard's Zoom sets, is an ideal solution for the modeller who wants to add life to a model without going too far down the accessories path. Prices quoted here are from LuckyModel's website, and can be ordered via www.luckymodel.com Shipping is free, and the rest of ther Aires range can be viewed there.

● SAMI

# Aviation Workshop

More nicely cast resin items from Aviation Workshop were launched at the Southern Expo at Hornchurch, with 1/72 sets for the Buccaneer and two flight-refuelling pods. A number of sets are now available for the Airfix 1/72 Buccaneer, but strangely, no one has yet made replacements for the intakes, which are split horizontally, and impossible to clean up adequately. Anyone with a Matchbox kit in the attic can – and probably has – pinched the parts from this and used them, but given the quality and detail offered elsewhere for the kit, it seems an odd omission.

Aviation Workshop's sets, of course, are direct add-ons that will be useful for any Buccaneer kit.

**1/72**

**MA-CS-145 Flight Refuelling Mk.20 FR Pod**
This set supplies one pod which was carried by Royal Navy Scimiters, Sea Vixens and Buccaneers during the the 1960s and 70s

**MA-CS-146 Douglas Flight Refuelling Pod**
This set supplies one pod for the Douglas pod carried by French Navy Rafales

**MA-CS-147 Buccaneer Rotary Weapons Bay**
This set supplies a semi recessed bomb bay as fitted to both versions of the Buccaner and includes a Red Beard Nuclear Weapon

**MA-CS-147 Buccaneer Reconnaissance Pack**
This set supplies one under-fuselage Recon Pack for Royal Navy Buccaneers

**MA-CS-147 Buccaneer Rotary Weapons Bay**

**MA-CS-145 Flight Refuelling Mk.20 FR Pod**

**MA-CS-146 Douglas Flight Refuelling Pod**

**MA-CS-147 Buccaneer Reconnaissance Pack**

**Conclusion**
These are simple sets that require only minimal clean-up and a wash to remove any mould release agents before attaching to your model with super glue.

The Model Alliance resin range can be sourced direct from the manufacturer's web site at www.theaviationworkshop.co.uk and from their stand at most major UK Model Shows in 2010.

● SAMI

# Figures@MDC

**Bust of Lieutenant Edgar Scholtz £19.95**

This a departure from the fantasy figures that MDC have produced up until recently as it is a bust of a lesser known WWI German pilot, Edgar Scholtz, who flew a Fokker Triplane with *Jasta* 11. Scholtz had scored six victories by the time of his death on the 2nd may 1918. I found conflicting reports as to whether his crash was due to enemy action or whether he stalled on take-off.

The bust is finely cast in grey resin in one piece and comes with a separate grey resin stand with a pilot's badge moulded on it. It is sculpted by Rob Lane and the face and pose match a photo of Edgar Scholtz in my references.

The bust would look very fine painted and displayed by itself or it would really look good displayed next to a model of his aircraft. Ronny Bar has produced profile art of his Fokker Dr.1 591/17 which can be found at

http://www.fokkerdr1.com/Profiles/Profile_Ronny%20Bar.htm

Now Roden do a 1:32 scale Triplane...
www.modeldesignconstruction.com

● SAMI

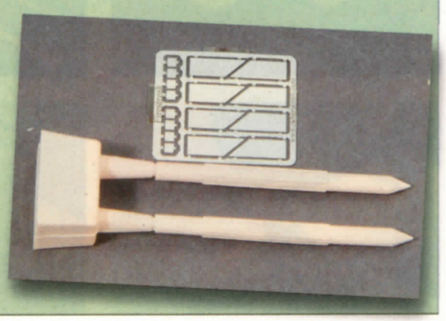
# OKB Grigorov

Passed to us at the Southern Expo were two sets from Bulgarian manufacturer OKB Grigorov. OKB have hitherto been producing detail sets for armour and have now launched their first aviation related item, which will be of interest to RAF modellers.

**1/72**

**GD07972001 De Havilland Firestreak AAM**
**Designed for: Various Lightning Kits**
This set supplies a resin body to which you add etched brass fins.

**GD07972002 HS Red Top AAM**
**Designed for: Various Lightning Kits**
This set supplies a resin body to which you add etched brass fins.



**Conclusion**
These are nice simple sets that will look more accurate than injection moulded examples due to the thin etched brass fins.

The manufacturer has a link to a number of linternet shops on their website at www.okbgrigorov.com and our samples were supplied by www.retrokit.net

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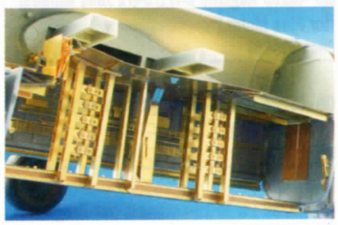
# Eduard

Even by Eduard's standards this has been a busy month in the etch department. A huge selection has come rolling out, covering a number of deserving kits in all three major scales, and this month 1/32 takes a back seat, by comparison.

Big news - for some at least – is the mask for the Kinetic Hawkeye, which suggests the etch cannot be far behind, but other highlights include a number of sets for the Academy SLAM Eagle in 1/48, and the Airfix Nimrod in 1/72.



## 1/32

**#JX104 MiG-21UM Masks**
Designed for Trumpeter £TBC US$14.95

**#32233 F-8E/J Weapons**
Designed for Trumpeter £TBC US$29.95

**#32241 F-8E/J Wing Central Section**
Designed for Trumpeter £TBC US$24.95

**#32650 BAC Lightning F.6 Interior Self-Adhesive**
Designed for Trumpeter £TBC US$34.95

**#33058 F-15E Interior Self-Adhesive**
Designed for Tamiya £TBC US$29.95

**#33059 BAC Lightning F.6 Interior Self-Adhesive**
Designed for Trumpeter £TBC US$19.95

## 1/48

**#EX287 E-2C Masks**
Designed for Kinetic £TBC US$12.95

**#EX288 P-40F/L Masks**
Designed for Hobbycraft £TBC US$12.95

**#EX289 MH-60K Masks**
Designed for Italeri £TBC US$12.95

**#EX290 F-16I SUFA Masks**
Designed for Hasegawa £TBC US$9.95

**#EX294 A6M3 Zero Masks**
Designed for Hasegawa £TBC US$9.95

**#EX295 Canberra B.2/B.20 Masks**
Designed for Airfix £TBC US$12.95

**#FE464 F-15K Interior Self-Adhesive**
Designed for Academy £TBC US$14.95

**#FE481 F-16AM Self-Adhesive**
Designed for Kinetic £TBC US$14.95

**#FE488 BAC Lightning F.2A Interior Self-Adhesive**
Designed for Airfix £TBC US$19.95

**#48618 B-24J Exterior**
Designed for Revell/Monogram £TBC US$34.95

**#48634 B-24 Bomb Bay**
Designed for Revell/Monogram £TBC US$54.95

**#48647 B-24 Surface Panels**
Designed for Revell/Monogram £TBC US$24.95

**#48648 F-15K Exterior**
Designed for Academy £TBC US$34.95

**#49464 F-15K Interior Self-Adhesive**
Designed for Academy £TBC US$29.95

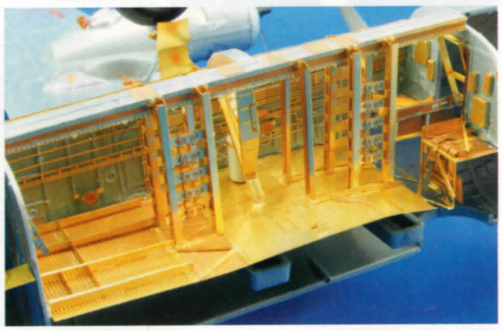
**#49476 F-15K Seatbelts**
Designed for Academy £TBC US$14.95

**#49481 F-16AM Self-Adhesive**
Designed for Kinetic £TBC US$34.95

**#49488 BAC Lightning F.2A Self-Adhesive**
Designed for Airfix £TBC US$29.95

## 1/72

**#CX257 F/A-18A Masks**
Designed for Academy
£TBC US$7.95



**#72505 BAe Nimrod Exterior and Surface Panels**
Designed for Airfix £TBC US$24.95

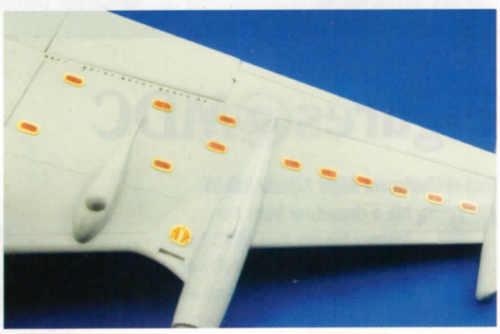
**#72508 BAe Nimrod FOD**
Designed for Airfix £TBC US$10.95

**#72509 BAe Nimrod Ladder**
Designed for Airfix £TBC US$10.95

**#72501 Canberra B(I).8 Landing Flaps**
Designed for Airfix £TBC US$24.95

**#73353 Canberra B(I).8 Self-Adhesive**
Designed for Airfix £TBC US$24.95

**#SS353 Canberra B(I).8 interior Self-Adhesive**
Designed for Airfix £TBC US$12.95

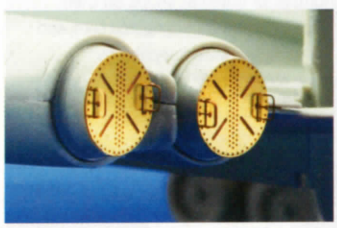


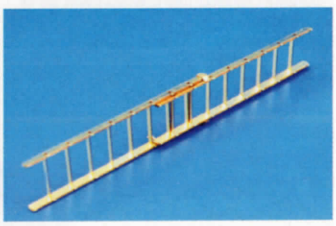
The usual crop of essential items this month, and it's good to see the smaller scales getting the cream of the crop. Eduard's colour etch has still to be surpassed as an aftermarket product, and it seems to be turning up in kits and conversion sets everywhere from Hong Kong to Sweden!

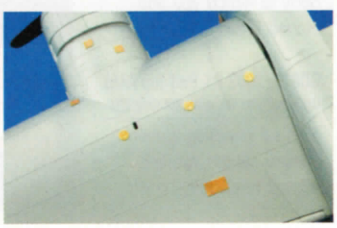
The Brassin range continues to grow as well – see item elsewhere...

Eduard's full range can be viewed online at www.eduard.cz UK importers are Creative Models, Hannants and LSA, and Squadron carry the range in the US

● SAMI







# eduard

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| ARTM7203 1:72 Yakovlev Yak-36 Freehand | £16.99 |
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# CMK

New additions have been received to both the standard CMK range, and the budget Quick & Easy Line, starting with no less than five sets for the 1/48 TSR.2. Now, this kit has been aftermarketed to death, in fact the example that one of our feature builders is assembling has no less than £200 worth of aftermarket parts added...

We start with the most prominent area to detail, the cockpit, and of course the main parts are beautifully cast in resin to which you add pre-coloured etched brass, and to ensure that you can see all this detail you are also supplied with a set of vacform canopies, and fortunately spares are supplied in case of mistakes.

The next largest set supplies a complete bomb bay, which also includes the main undercarriage bay, and for some reason CMK have decided to sell the nicely detailed resin nose wheel bay as a separate set.

If you really want to add even more detail CMK have also released an equipment set, which adds long-range tanks and electronic equipment to the bomb bay and a second set to open up and detail the airbrakes and their associated bay.

In the budget range we haves sets for the Bf 109 in 1/32 and 1/48 plus a wheel set for the F4U Corsair.

TSR.2 Airbrake Set

F4U Corsair Wheels

**1/48**

**TSR.2 Interior Set**
Part No 4220
Designed for: Airfix Price: £20.25

**TSR.2 Nose Undercarriage Bay Set**
Part No 4222
Designed for: Airfix Price: £7.25

**TSR.2 Bomb Bay Equipment Set**
Part No 4223
Designed for: Airfix Price: £12.25

**TSR.2 Airbrake Set**
Part No 4225
Designed for: Airfix Price: £9.40

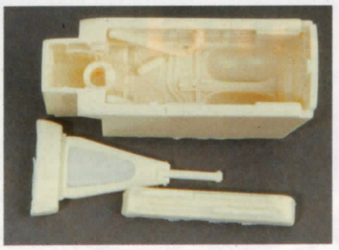
TSR.2 Interior Set

**TSR.2 Undercarriage Bay Set**
Part No 4226
Designed for: Airfix
Price: £20.25

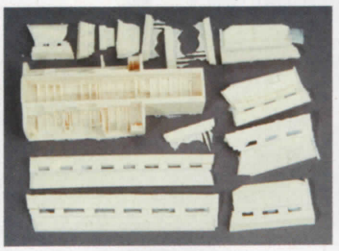
**Quick & Easy Range**

**1/48**

**Bf 109E Wheels**
Part No Q48 070
Designed for: Hasegawa
Price: £3.25



TSR.2 Nose Undercarriage Bay Set



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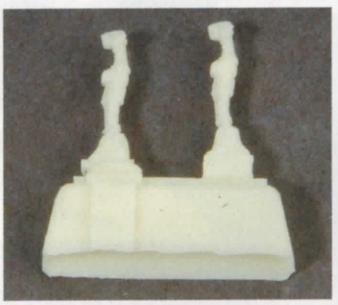


Bf 109E/F/G/K Control Columns

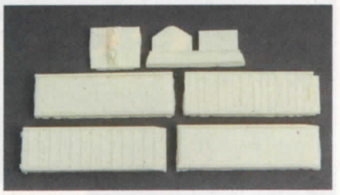
**Bf 109E/F/G/K Control Columns**
Part No Q48 071
Designed for: Hasegawa Price: £3.25

**F4U Corsair Wheels**
Part No Q48 097
Designed for: Tamiya/Hasegawa Price: £3.25

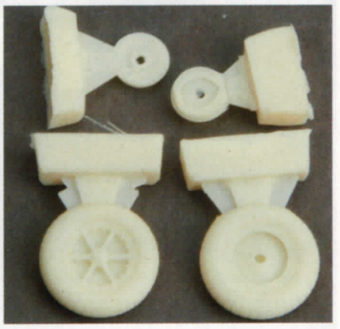
**1/32**

**Bf 109E Wheels**
Part No Q32 083
Designed for: Hasegawa/Eduard Price: £3.25

**Bf 109E/F/G/K Control column**
Part No Q32 084
Designed for: Hasegawa/Eduard Price: £3.25



TSR.2 Bomb Bay Equipment Set



Bf 109E Wheels

Bf 109E Wheels

**Conclusion**

The only problem with the TSR.2 is sourcing the kit as it is starting to get hard to find and the prices on auction sites are slowly moving upwards. And just in case you think five sets are not enough, CMK have or are about to release another eight items sets for this kit!

I was very pleased to see the wheel set for Eduard's 109 as on the first issues of this kit they were slightly anaemic in detail and these resin ones look more the part.

CMK products are available in the UK from Hannants, and from Squadron in the US.

● SAMI

# Brassin

Latest releases in the Brassin range continue the saga of the F-16, with some beautifully cast pieces offering a seat for the Tamiya kit, and wheels for the Kinetic. Eduard seem to be approaching this series with great thoroughness and like the proverbial mills, they may be slow but they 'grind exceeding small.' No stone, it seems, is to be left unturned, and no kit left seatless – or wheelless:

- #648008 F-16 late seat
  1/48 Tamiya £TBC US$12.95
- #648010 F-16 early wheels
  1/48 Kinetic £TBC US$7.95
- #648011 F-16 late wheels
  1/48 Kinetic £TBC US$7.95

Which just begs the question 'how long do I have to wait for a seat for my A-7...

Eduard's full range can be viewed online at www.eduard.com. UK importers are Creative Models, Hannants and LSA, and Squadron carry the range in the US

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ITALERI 1/72 TORNADO IDS BLACK
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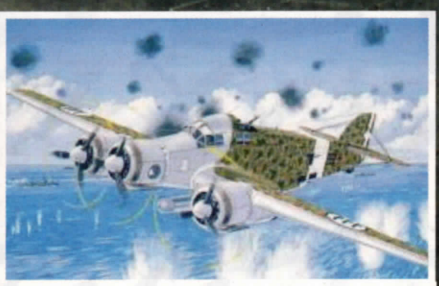

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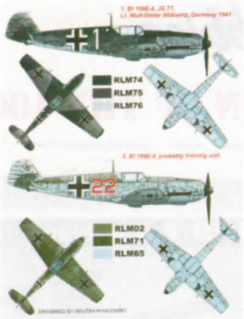
# Montex Masks

For those not familiar with the range Montex Masks are unusual in that they supply masks for both the inside and outside of aircraft canopies, and these are laser cut into a vinyl film. In the past there have been three ranges. The Mini masks, which supply the basic canopy masks, and Maxi masks, which add squadron codes and national insignia, and sometimes wheel masks, and the top range, the Super sets, which are similar to aftermarket decal sheets as they include full colour instructions that show the colour schemes plus, in some sets, a small decal for complicated badges that would be impossible to reproduce using masks.

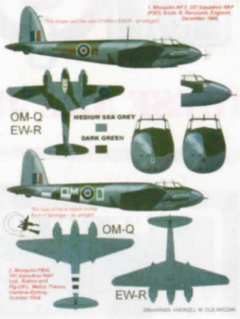
Now we have a new deluxe 'Master' series, which is going to include a set of Super Masks combined with brass barrels from Master Models of Poland. This manufacturer produces a range of beautifully turned brass gun barrels that really add that finishing touch to your model.

Spitfire Mk VIII and IX



Bf 109E-4

Bf 109G-6



Mosquito NF & FB.VI

## 1/48

### Master Brass Barrels & Masks

**Spitfire Mk VIII and IX**

- 1. Spitfire LF Mk IX, GC ¼ Dauphine, Tan Son Nhut, 1947
- 2. Spitfire MkVIII, 155 Squadron RAF

**Product No: KAM48156**

**Designed for: Hasegawa** **Price: TBC**

**Bf 109E-4**

- 1. Bf 109E-4, JG 77, Lt. Wulf-Dieter Widowitz, Germany 1941
- 2. Bf 109E-4, probably training unit

**Product No: KAM 48169**

**Designed for: Tamiya** **Price: TBC**

**Bf 109G-6**

- 1. Bf 109G-6, III./JG 53, Anzio area, February 1944
- 2. Bf 109G-6, 12./JG 54, Uffz. Fred Schneiker, Dorpat, early 1944

**Product No: KAM48178**

**Designed for: Hasegawa** **Price: TBC**

### Super Masks

## 1/48

**Mosquito N.F & FB.VI**

- 1. Mosquito NF.II, 307 Squadron RAF (PSP)
- 2. Mosquito FB.VI, 107 Squadron RAF

**Product No: K48173**

**Designed for: Tamiya** **Price: TBC**

**Typhoon IB**

- 1. Hawker Typhoon IB, 245 Squadron RAF, Sqn. Ldr. G. Murphy, March 1945
- 2. Hawker Typhoon IB, 245 Squadron RAF, Sqn. Ldr. G. Murphy, June 1945

**Product No: K48176**

**Designed for: Hasegawa** **Price: TBC**

## 1/32

### Master Brass Barrels & Masks

**SBD-5 Dauntless**

- 1. SBD-5 Dauntless of 25 Dive Bomber Squadron, Piva, Bougainville, April 1944
- 2. SBD-5 Dauntless of 26 Dive Bomber Squadron, Piva, Bougainville, April 1944

**Product No: KAM 32113**

**Designed for: Trumpeter** **Price: TBC**

**Bf 109E-3**

- 1. Bf 109E-3, 3./JG 51, Winter 1939-1940
- 2. Bf 109E-3, 2./Jgr 101, Fürstenwalde, August 1939

**Product No: KAM 32162**

**Designed for: Eduard** **Price: TBC**

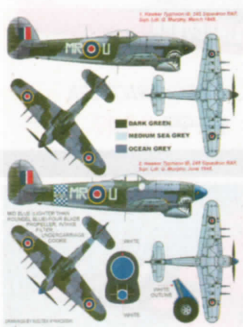
**Bf 109G-10**

- 1. Bf 109G-10, ex-II./JG 2, Lagensalza, April 1945
- 2. Bf 109G-10, /Hungarian 101 Fighter Wing, Neubiberg, Germany, May 1945

**Product No: KAM 32169**

**Designed for: Hasegawa** **Price: TBC**

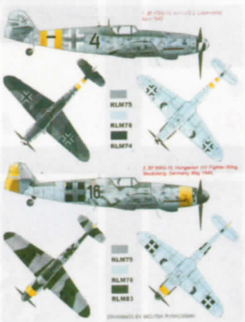
### Super Masks



Typhoon IB

SBD-5 Dauntless

Bf 109E-3



Bf 109G-10

Ki-44 Shoki

P-51 Mustang IVA

P-40N

Ju87D-1/3

## 1/32

**Ki-44 Shoki**

- 1. Ki-44 Shoki II Hei, 29 Sentai, 2 Chutai, Anchang, August 1944
- 2. Ki-44 Shoki II Hei, 246 Sentai, Taisho air base, Japan 1944

**Product No: K32158**

**Designed for: Hasegawa** **Price: TBC**

**P-51 Mustang IVA**

- 1. P-51 Mustang IVA, 3 Squadron RAAF, pilot: Lew Ranger, Italy, Cervia, April 1945
- 2. P-51 Mustang IVA, 3 Squadron RAAF, Sqn Ldr Murray Nash, Italy, Fano, early 1945

**Product No: K32160**

**Designed for: Dragon**

**Price: TBC**

**P-40N**

- 1. P-40N, 502nd FS, 337th FG, Punta Gorga, Florida, September 1944
- 2. P-40N, 35th FS, 8th FG, Capt., Harold Souther

**Product No: K32165**

**Designed for: Hasegawa**

**Price: TBC**

**Ju 87D-1/3**

- 1. Ju 87D-3, 9./St. G 2 Immelmann, Southern Russia, Tazinskaya airfield, Summer 1942
- 2. Ju 87D-1, 2./St. G 2 Immelmann, Obit. Andreas Kuffner, Dno airbase, Russia, Winter 1942-43

**Product No: K32166**

**Designed for: Hasegawa**

**Price: TBC**

### Conclusion

These masks are produced to Montex's normal high standards and the addition of the brass barrels is a nice finishing touch as there is no way injection moulded plastic could rival the detail that Master model have achieved with items like the Browning barrels on the SBD Dauntless set.

Montex products can be ordered in the UK from A2Zee Models at www.a2zeemodels.co.uk The tutorial on using the mask system can be seen at the Montex website at www.montex-mask.com and you will be amazed at what can be achieved.

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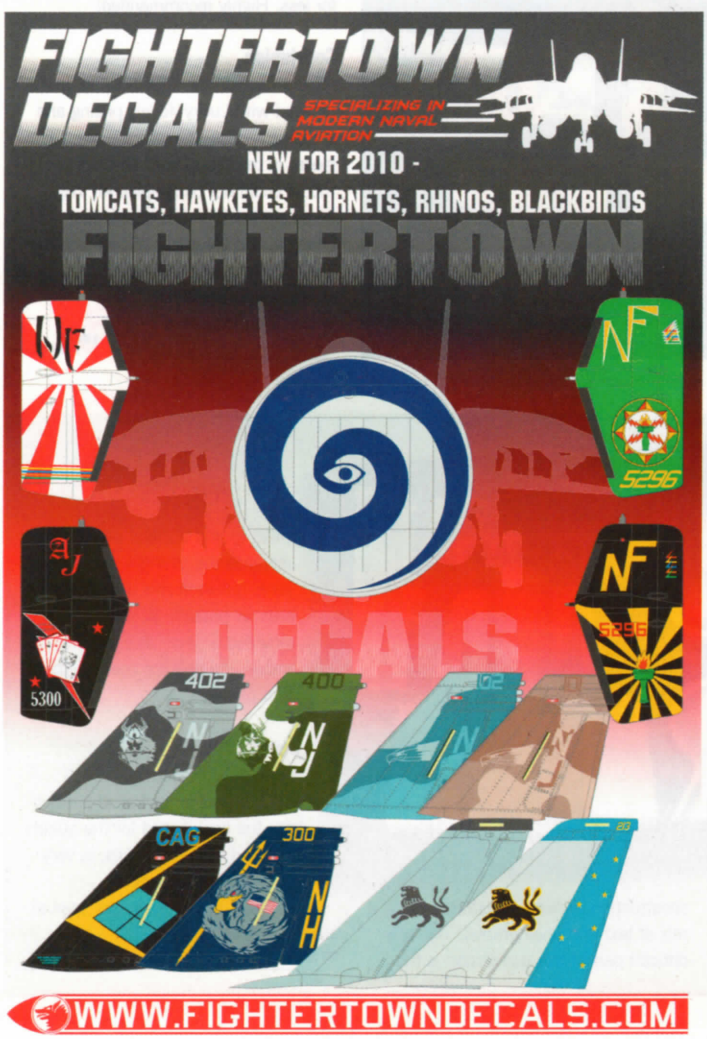

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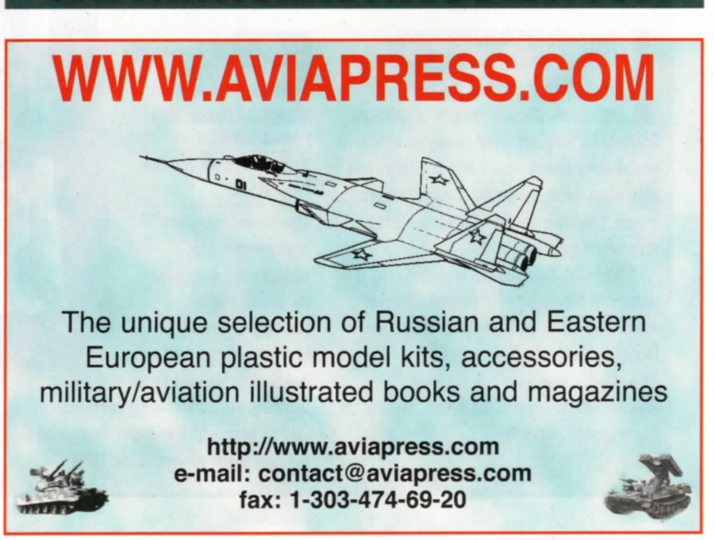
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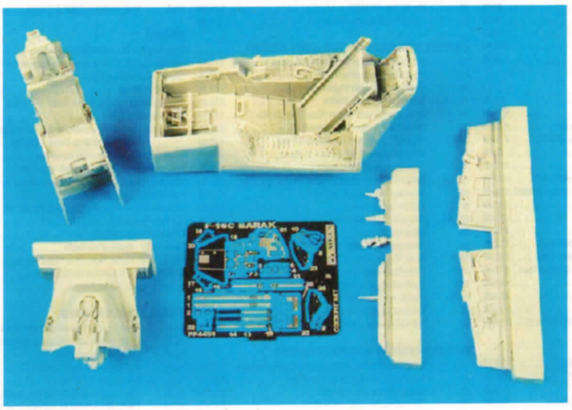
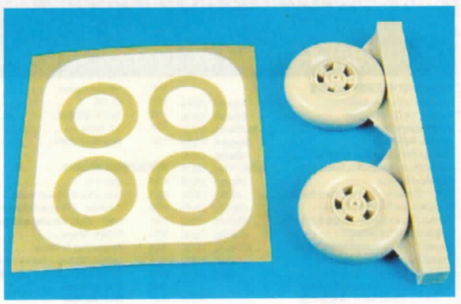
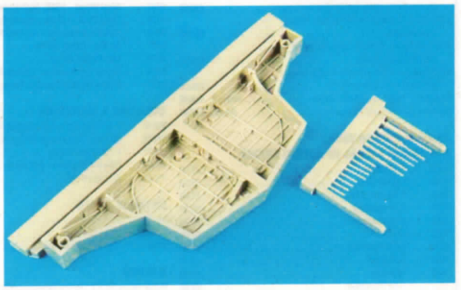
# Lucky Shots! – Aires

We haven't seen much from this producer for a while, so we are very pleased to receive some of the latest releases from LuckyModel, including a couple of the exquisite cockpit sets that are a hallmark of this Czech manufacturer.

Typically cast in Aires' grey resin, the detail is crisp and well defined, and where relevant, etched parts are provided.







## 1/48

**#4444 Aces II Ejection Seats Late Version**
**Price US$11.09**

This is the late version of the famous Aces II zero-zero seat, adapted for the F-16 with its side-stick controls. The twin pack includes two one-piece resin seats and an etched fret of around twenty tiny parts to add detailing and harness.

**#4447 Hurricane Mk I Wheels and Paint Masks**
**Price US$11.09**

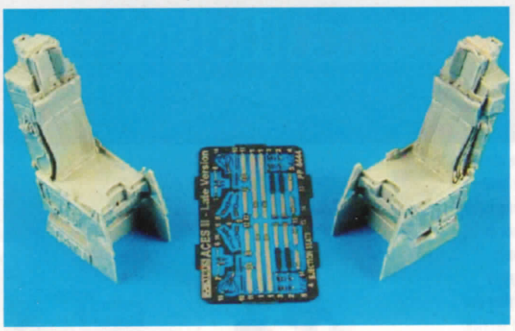
A simple add-on requiring minimal preparation, as the attachments to the pour stub are fairly thin. The five-hole hubs are nicely cast, and a set of vinyl paint masks is included, so things couldn't be easier!

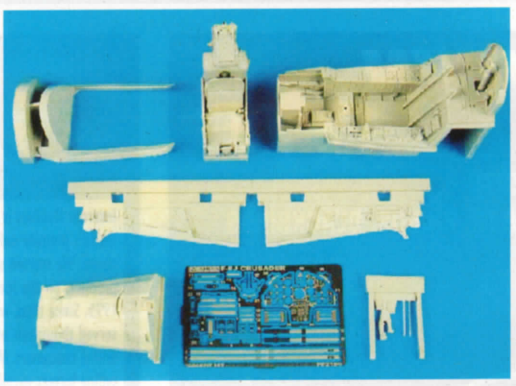
**#4451 F-16C Barak Cockpit Set**
**Price US$17.98**

This highly detailed set offers a complete tub for the Hasegawa kit, along with panel and shroud, Aces II ejection seat, side consoles, and an etched fret and films to build up a very nice HUD and instruments. Given the highly visible nature of any F-16 interior, a set like this can make a world of difference, and the only limiting factor will be your ability to paint it.

**#4452 Hawker Sea Fury Wheel Bay**
**Price US$13.39**

Don't imagine – just because it's on the bottom – that a wheel bay doesn't deserve a little attention lavished upon it! All that effort you put into the cokpit will be to no avail if you compromise on the other important little places. Trumpeter's kit offers a nice flat spacious lower wing centre-section to sit this onto, and assembly couldn't be simpler. A number of small detail parts are provided separately, but the instruction sheet is clear and straightforward. Couldn't be simpler – and Trumpeter's kit is well worth the effort too.





## 1/32

**#2106 F-8J Crusader Cockpit Set**
**Price US$39.99**

This package takes you into a whole new dimension of super-detail with Trumpeter's big Gunfighter. Tub, seat, consoles, panel, shroud, canopy inner frame and, of course the necessary etch and films add up to the usual high-quality all-in package. The only drawback with a set likie this is that once you've used it once, you will never again settle for less. Highly recommended!

### Conclusion

Aires products offer superb value, and coupled with LuckyModels pricing and shipping service, the whole process from gleam in the eye to finished detailed model could not be simpler. All these items are listed as free of shipping charges, and the prices quoted are from LuckyModel's own website, where the full range can be viewed at www.luckymodel.com

**SAMI**

# Alley Cat

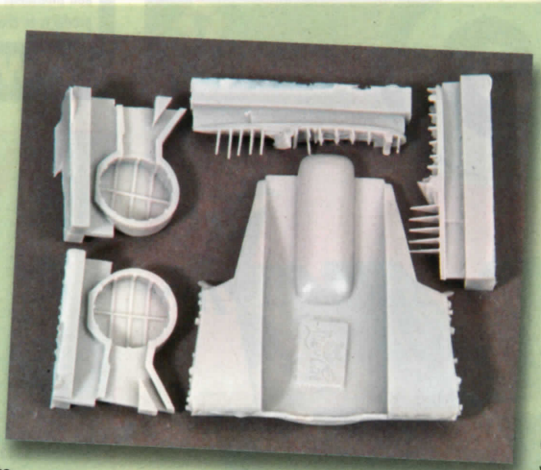
I have always felt that Navy aircraft should be displayed with their wings folded for two reasons. Firstly, this is a unique feature to aircraft that serve at sea and really sets them apart when displayed this way, and secondly, folded wings mean that the model takes up a lot less shelf space.

Alley Cat have already produced a wingfold for the 1/72 Revell Gannet and have now turned their attention to Special Hobby's Roc and Skua. Thankfully this is a far simpler conversion than the Gannets, made up from just five parts.

## 1/48

**Blackburn Skua/Roc Wing Fold Conversion**
**Product: AC48021C**
**Designed for: Special Hobby**
**Price: £11.00**

The lower fuselage and inner wing section are supplied as a one-piece casting. A small amount of surgery is needed to the kit parts to remove the outer wing sections, to which you add the resin wing fold and replacement wheel wells. The construction is clearly illustrated using a mix of text and photographs. The only difficult part of this conversion is the need to add a metal pin to increase the strength of the wing joint, but even this is made as easy as possible as Alley Cat have moulded a small recession to ensure you drill the holes in the right places.



### Conclusion

Another well cast set that will make your Skua or Roc stand out from the crowd, and for the quality displayed by the castings, is very well reasonably priced.

Alley Cat's full range can be seen at www.a2zeemodels.com

**SAMI**

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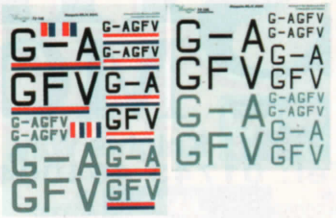
# Vingtor

More interesting sheets have reached us from Vingtor, including a nice selection of Spitfires in 1/32 – no doubt with the new Tamiya kit in mind.




More unusual is the sheet for the BOAC Mosquito in 1/72, which offers something a little different for modellers of the esoteric. The BOAC operated hazardous wartime flights between the UK in Sweden. G-AGFV was the first Mosquito delivered, taking over from Lockheed Hudsons and Lodestars in this role.

## 1/72

**72-106 de Havilland Mosquito Mk IV British Overseas Airways Corporation**

This sheet offers three versions of the schemes worn by this aircraft between 1942 and 1944

- Mosquito Mk IV G-AGFV, BOAC, Hatfield, 1942-1943
- Mosquito Mk IV G-AGFV, BOAC, Leuchars 1943
- Mosquito Mk IV G-AGFV, BOAC, Leuchars 1944

## 1/32

**32-108 Supermarine Spitfire Mk.IXc North Weald Wing/132 Wing RAF**

The RAF's two Norwegian fighter squadrons, 331 and 332, were amalgamated into the North Weald Wing, later 132 Wing at Duxford in 1942.

- Spitfire Mk IXc EN177, AH-Z, North Weald 1943, flown by 2nd Lt. Werner Christie
- Spitfire Mk IXc LZ919, AH-T, North Weald 1943
- Spitfire Mk IXc MJ462, RAB, North Weald 1944, flown by Wing Commander (flying) Rolf Arne Berg

Vingtor continue to provide interesting sheets with Norwegian links, and the Spits will no doubt be warmly received. There is a wide and varied range now on their website at www.vingtor.net and all sheets can be ordered from this source.

SAMI

# TwoBobs Decals

One of the latest sheets from TwoBobs allows you to produce something that is very rare nowadays - a modern US combat fighter that is not finished in shades of grey.

The current VFA-125 Rough Raiders were established on 13 November 1980 at NAS Lemoore, California, becoming the Navy's first F/A-18 squadron. Today, the unit trains aircrew from both the Navy and Marines, plus foreign operators, on the F/A-18B, and unusually this means that many of their aircraft carry both Navy and Marine markings.

But what really makes this squadron stand out is the wide variety of aggressor-style schemes applied to their aircraft, five of which are covered by TwoBobs on their latest sheet, which is available in all three major scales.

## 1/72

**TB72-087 F/A-18B Casper and his Bandit Ghosts**

- 1. F/A-18B BuNo 162885 VFA-125 Rough Raiders Sept 2009

This aircraft is finished in an overall white

- 2. F/A-18 BuNo 162402 VFA-125 Rough Raiders August 2009

This aircraft is camouflaged in white, and two shades of green

- 3. F/A-18B BuNo 162864 VFA-125 Rough Raiders March 2008

This aircraft is camouflaged in three shades of grey in a disruptive scheme

- 4. F/A-18B BuNo 162850 VFA-125 Rough Raiders May 2005

This aircraft is camouflaged in sand, tan and desert brown

- 5. F/A-18 BuNo 162876 VFA-125 Rough Raiders November 2005

This aircraft is camouflaged in light grey and two shades of blue

## 1/48

**TB48-210 F/A-18B Casper and his Bandit Ghosts**

As listed above

## 1/32

**TB32-059 F/A-18B Casper and his Bandit Ghosts**

As listed above

### Conclusion

The high quality instructions include colour thumb nail pictures of the real aircraft as well as clear profile drawings.

TwoBobs decals can be obtained online from their website at www.twobobs.net while in the UK the range is stocked by Hannants

SAMI

# Maestro Models

Maestro Models have become well known for their high quality resin and brass accessories for Swedish subjects. The big surprise for me is the subject matter of this new decal sheet, as though the SAAB Draken is, of course, a Swedish design Maestro have chosen the commemorative scheme applied to the last operational Finnish Draken.

Maestro's first decal sheet is of similar high quality to the rest of the range. The instructions use a mix of colour profiles and small colour photographs to illustrate where all the markings go.

Informative text gives you a little background to the colour scheme while the decal sheet is very well printed with a very nice silver effect.

## 1/72

**MMD 7204 SSAAB Draken Finnish Air Force Last Flight**

**Designed for: Hasegawa**

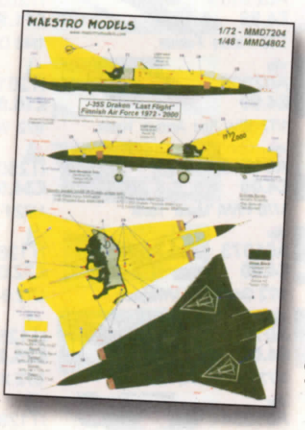
This aircraft has black lower surfaces with bright yellow upper surfaces upon which is applied a silver and black rampant bull.

## 1/48

**MMD 4802 SSAAB Draken Finnish Air Force Last Flight**

**Designed for:**

**Hasegawa**




### Conclusion

A nice move from Maestro, and we hope they continue to produce more sheets of this quality to accompany their unique selection of resin detail and conversion sets. To order, check out WWW.rebell.com or by phone 46-8-82 52 06

SAMI

# Bombshell Decals

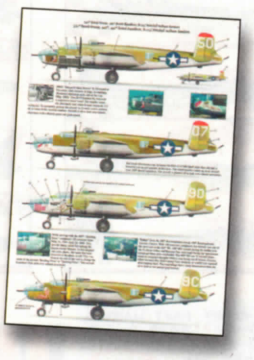
This new American firm made its debut in 2009, so far creating sheets that focus on WWII subjects only. The range of sheets featuring late-model B-25J Mitchells based on Corsica shows the firm's commitment to making decals for USAAF units that have been largely ignored by other manufacturers.

The newest sheets from Bombshell, for the 1/32 P-38, show a special knack for colour and accurate draftsmanship.

## 1/72

**Corsica B-25J Mitchell Bombers**
**72-BS-0004**

- B-25J 43-27751, MMR, 321st Bombardment Group, 447th Bomb Squadron, Corsica, May 1945
- B-25J 43-27680, STUFF, 321st BG, 445th BS, Corsica, 1945
- B-25J 43-27638, *Briefing Time*, 340 BG, 489th BS, Corsica, April 1945
- B-25J 43-27653, *Ruthie*, 340th BG, 489th BS, Alesani Corsica, 1945



## 1/48

**Corsica B-25J Mitchell Bombers, Part 1**
**48-BS-0001**

- B-25J 43-27751, MMR, 321st Bombardment Group, 447th Bomb Squadron, Corsica, May 1945
- B-25J 43-27680, STUFF, 321st BG, 445th BS, Corsica, 1945

**Corsica B-25J Mitchell Bombers, Part 2**
**48-BS-0002**

- B-25J 43-27638, *Briefing Time*, 340th Bombardment Group, 489th Bomb Squadron, Corsica, April 1945
- B-25J 43-27653, *Ruthie*, 340th BG, 489th BS, Alesani, Corsica, 1945

**Corsica B-25J Mitchell Bombers, Part 3**
**48-BS-0003**

- B-25J 43-04016, *Miss Rebel*, 340th Bombardment Group, 489th Bomb Squadron, Corsica, December 1944
- B-25J 43-27752, *Solid*, Jackson, 340th BG, 489th BS, Alesani, Corsica, 1945

## 1/32

**P-38 Lightnings Wicked Women, Part 1**
**32-BS-0005**

- P-38J 43-28444, *Vivacious Virgin II*, 402nd Fighter Squadron, 370th Fighter Group
- P-38J 42-103984, *San Antonio Rose*, 80th Fighter Squadron, 8th Fighter Group

**P-38 Lightnings Wicked Women, Part 2**
**32-BS-0006**

- P-38J 43-23587, *Wicked Woman*, 36th Fighter Squadron, 8th Fighter Group, Fifth Air Force
- P-38J, *Virginia Marie/Margaret*, 433rd Fighter Squadron, 475th Fighter Group, Fifth Air Force

### Conclusion

The 1/72 sheet is perfect for the fine Hasegawa B-25J kit, and for the 1/48 sheets, you'll have to use the venerable Monogram tool, which despite being almost thirty years old still holds its own with much more modern kits. For more information on Bombshell Decals check the website at www.bombshelldecals.com

**T.E. Bell**
SAMI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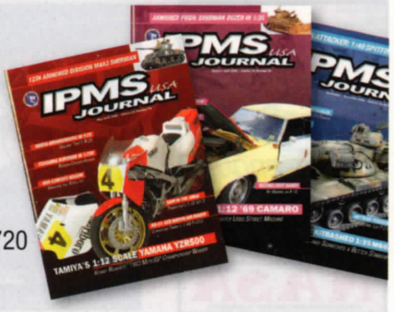

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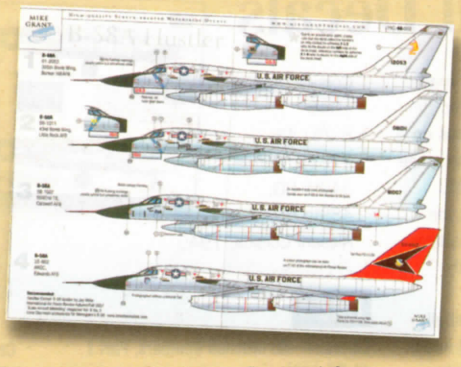
# Mike Grant Decals

Mike Grant's innovative and useful range is well known on both sides of the Atlantic. The latest is a far cry from the classic 1/72 kits covered in recent episodes of *Circuits and Bumps*:



**1/48**

**B-58A Hustler**
**MG48-002**

- B-58A S/N 61-2053, 305th Bomb Wing, Bunker Hill AFB
- B-58A S/N 58-1011, 43rd Bomb Wing, Little Rock AFB
- B-58A S/N 58-1007, 6592 TS, Carswell AFB
- B-58A S/N 55-0662, Air Research and Development Command

**Conclusion**

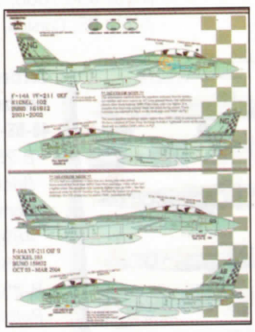
You can always count on Mike Grant to provide decals that are needed, and in many cases, he shows a fine knack for coming up with handy things no one else ever thought of. We are especially taken by his sheets of instruments, gauges and placards, as well as his sheets of rivet heads in grey and metallic shades. For more on Mike's line, go to www.mikegrantdecals.com

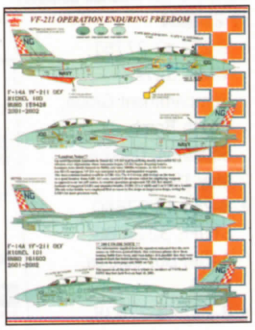
**T.E. Bell**
SAMI

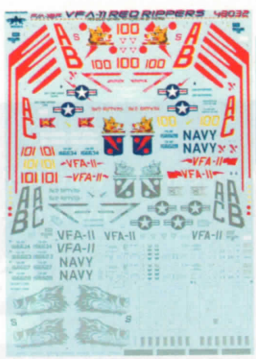
# Fightertown

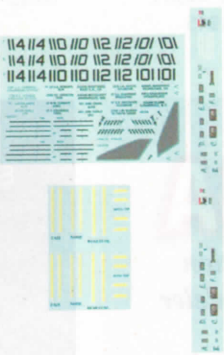
One of the big names for US Navy decal sheets is Fightertown, a company that combines quality of product with meticulous research. A selection of sheets released in recent months has reached us, covering various Navy jets, and including an impressive array of individual aircraft markings and stencilling. Most sets include more than one sheet, as well as smaller items such as helmet flashes, patches and zaps.

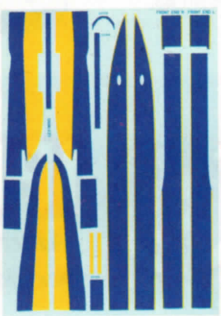
These sheets are very impressive, and the range of schemes offered includes something to lease pretty much every taste – from the tasteful Lo-Vis, so mistakenly derided by many, to the latter-day return to colourful tail flashes and full colour stars and bars.











**1/48**

**FTD 48028 VF-211 Checkmates 2001-2002, OEF 2004 OIF II**

- F-14A BuNo 159428, *Operation Enduring Freedom*, 2001-2002
- F-14A BuNo 161603, *Operation Enduring Freedom*, 2001-2002
- F-14A BuNo 161612, *Operation Enduring Freedom*, 2001-2002
- F-14A BuNo 158632, *Operation Enduring Freedom*, 2001-2002
- F-14A BuNo 161612, Final Tomcat Cruise, Oct 2003 – Mar 2004
- F-14A BuNo 159428, Final Tomcat Cruise, Oct 2003 – Mar 2004

**FTD 48032 F/A-18F VFA- 11 Red Rippers**

- Ripper 100, F/A-18F BuNo 166628, Sept 2008 - 2009
- Ripper 101, F/A-18F BuNo 166634, Dec 2007 – Sept 2008
- Ripper 101, F/A-18F BuNo 166634, Sept 2008 – 2009
- Ripper 110, F/A-18F BuNo 166623, Sept 2008 - 2009
- Ripper 112, F/A-18F BuNo 166627, Sept 2008 - 2009

**FTD 48033 EA-6B Shadowhawks VAQ-141**

- EA-6B BuNo 163529, 2008
- EA-6B BuNo 158542 *Frankenprowler*

**FTD 48034 White Hot Hornets NASA 1978-2008**

- F/A-18C Hornet, BuNo 164630, NASA, 30th Anniversary Nov 2008 - Early 2009
- F/A-18A Hornet, BuNo 161703, NASA 2004 or 2007-2008

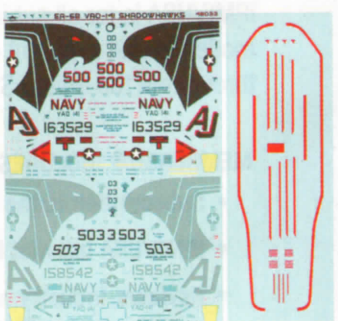
**FTD 48037 A-6E VA-75 Sunday Punchers**

- A-6E BuNo 157027 Dec 1996 - March 1997
- A-6E BuNo 164382 June 1996 - March 1997
- A-6E BuNo 162179 June 1996-March 1997
- A-6E BuNo 161662 June 1996-March 1997

All these sheets offer plenty of choice, and the presentation is excellent. Browsing through the instruction sheets is a real education, and it is clear that a great deal of time and commitment has gone into making them.

Samples were provided by LuckyModel, and the full current range of Fightertown decals can be viewed online at www.luckymodel.com

**SAMI**



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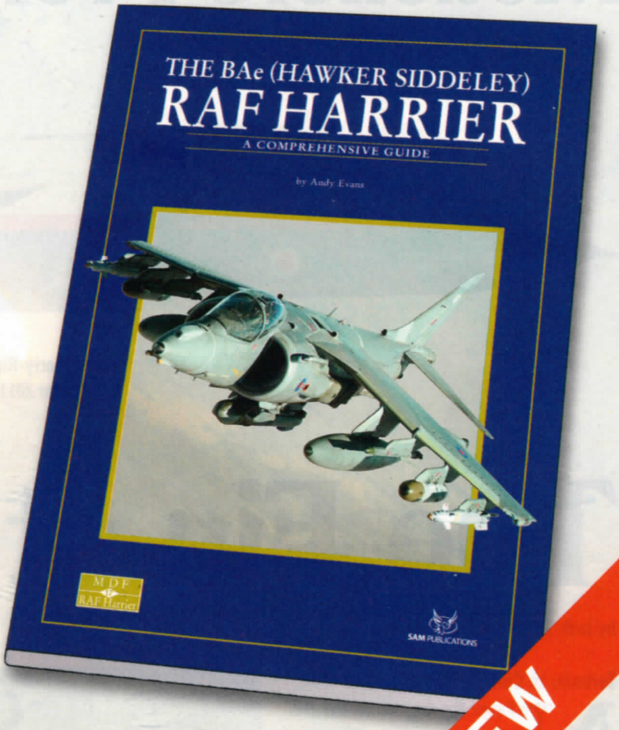


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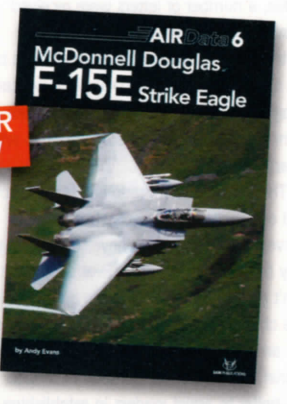


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NEW

# Modellers Profile
## No 34

Raspberry-Ripple Tornado GR.1 ZA326, now operated by QinetiQ at Boscombe Down. Xtradecal offer this scheme on sheet X01148, carrying Royal Aircraft Establishment branding, or a similarly attired ZA328 on sheet X01372

# The Fin at Forty

by Jack Trent

### Tornado to Come

No longer the new kid on the block, the Tornado is still very much a presence in the global inventory of military aircraft. *Modellers Profile* covered the dedicated fighter version of the Tornado, the ADV – or F.3 as we know it in the UK – a while back, and as with every popular subject we tackle, a number of letters were received pointing out sins of omission. Why the Editor doesn't stick to obscure machines by the likes of Blackburn or Dewoitine we can't imagine. There would be far fewer letters commencing *'Sir. Imagine my surprise and disappointment…'*

The fact is, the Tornado is a big subject, and one that warrants a book, which conveniently enough we have, written very ably by our own Mr. Andy Evans, so if we don't go into the bowels of the aircraft here it is chiefly because our aim is to celebrate the arrival of a significant new 1/48 kit with a brief synopsis of the Tornado in service, the better to assist readers in establishing exactly what they may expect to find in the various boxes we can expect to see over the next year or two.

My own introduction to the Tornado was as the MRCA, which appeared on my local newsagent's shelf in an Airfix box at the same time as the Hawk, sometime in the mid-seventies. Since then the type has had a long and varied history, but has ultimately emerged in three main variants – the IDS, a strike/interdictor aircraft, the ADV, interceptor, and the ECR, a kind of restrained Wild Weasel, largely indistinguishable from the IDS to the untrained eye, and frequently kitted in the same box, with different weapons and lumps to achieve the different versions.

A Luftwaffe IDS from JaboG 32 on display at Holloman Air Force Base, New Mexico in 2006. German Tornadoes offer the modeller some of the most exciting colour schemes imaginable

Just under 1,000 airframes have been built, serving with the air arms of the three parent countries that undertook its development – Germany, Italy and the United Kingdom, as well as Saudi Arabia. The aircraft first flew on 14 August, 1974, and went into combat in the first Gulf War with the RAF, Saudi, and Italian Air Forces.

Initially intended as a low-level strike fighter, presumably with Warsaw Pact armoured columns in mind, the aircraft's role attracted sharp scrutiny following the opening stages of *Desert Storm*, when 'runway busting' missions proved so costly. The switch to higher altitudes saw a change of colour, and the Tornado now rejoices in the same toned-down grey schemes that are the common lot of combat aircraft the world over – unless you are a German Tiger Squadron of course!

A Tornado GR.4 from No. 12 Squadron flies over Iraq on 3 September 2008

British IDS machines were better known initially as the GR.1, and latterly the GR.1A, GR.1.B, GR.4, and GR.4A. The GR.1A was the reconnaissance variant, upgraded in due course to GR.4A. GR.1B was configured for the maritime attack role, developed to replace the Buccaneer and operating from Lossiemouth with the Sea Eagle anti-ship missile. This role – like so many for which the aircraft was initially designed - was redundant by the time the GR.4 was developed, and the upgrade consequently included no allowance for maritime attack, concentrating instead on improving the aircraft's all-round performance in the medium altitude bracket. Upgrades included FLIR and a wide-angle HUD, as well as a whole new range of weapons capabilities. There is a wide difference between the standard weapons load of the GR.1 and the GR.4, which will no doubt be reflected in the kits as they appear.

Both the German Air Force and naval air arm received the Tornado, chiefly the IDS, although the *Marinenflieger* lost its handsomely attired Tornadoes in 2004. The ECR variant went into service with the Luftwaffe in 1990, with thirty-five new-build machines bringing an enhanced capability, specifically in the defence suppression role. The ECR is equipped with an emitter-locator system designed to locate enemy radar sites, and is armed with the AGM-88 HARM, a weapon notably employed by German machines in combat missions over Kosovo. Luftwaffe ECRs are not fitted with the internal cannon, as carried by the IDS. Bear this in mind when building the excellent Revell 1/144 kits.

The Italian Air Force also operates the ECR, using converted IDS machines, and as such they differ from the Luftwaffe ECRs in having RB199 Mk.103 engines.

The ADV, to recap, is the fighter variant, employed by the RAF, Saudi and Italian Air Forces. Initial RAF aircraft were delivered as the F.2, of which eighteen were built. Differences between the F.2 and F.3 are chiefly the latter's improved RB.199 Mk 104 engines, with longer nozzles, and the former's ability to carry only two Sidewinders under the wings, instead of the F.3's four.

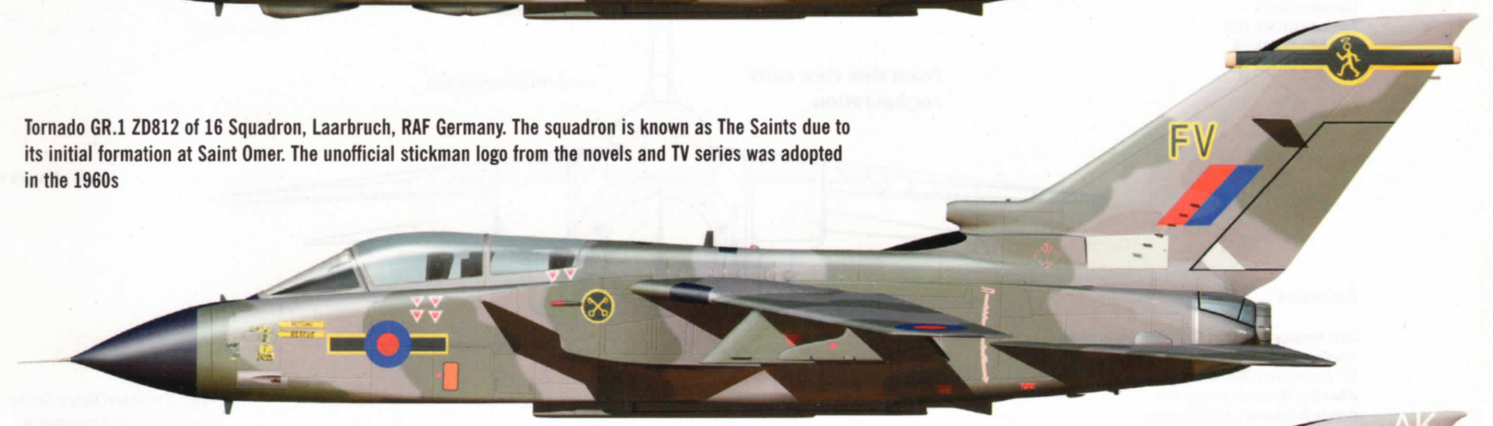
With its fortieth anniversary in sight, the Tornado looks set to remain a fixture in European skies for some time to come. Pondering the changes that have been effected in its lengthy career, we can only look ahead and speculate on the aircraft's future. It is hard to imagine that much further enhancement will be practicable at this stage, but maybe we will see surplus airframes handed on to other air forces as machines are replaced? For modellers, certainly, this will no doubt provide a late lease of interest, and with some excellent kits now available we can all look forward with anticipation to what the venerable 'Fin' will be doing when it turns forty.

SAMI

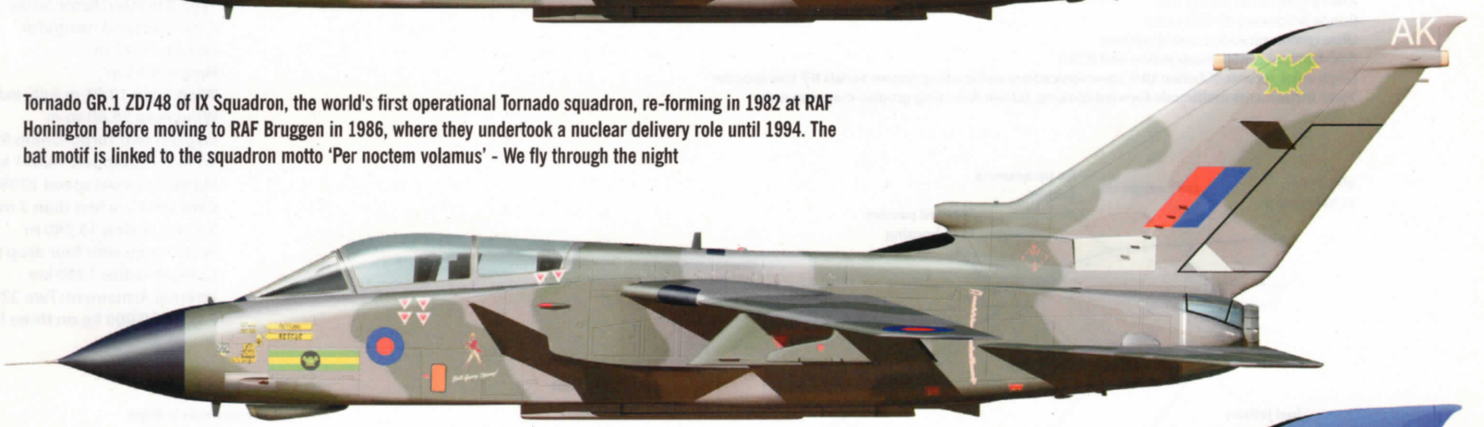
Tornado GR.1 ZA591 in the markings of 27 Squadron, Marham 1991-92. The aircraft is black all over – a colour it subsequently carried as the 16 Sqn 75th Anniversary aircraft, with a large 'Saint' on the fin. The elephant badge of 27 Sqn stems from 1915, when they were equipped with the Martynside Elephant biplane

Tornado GR.1A ZG725, 13 Squadron, Honington 1991. This aircraft carries the familiar tactical wraparound camouflage carried by all IDS Tornados prior to the end of the Cold War and the move from a low-level strike role to medium-altitude bombing

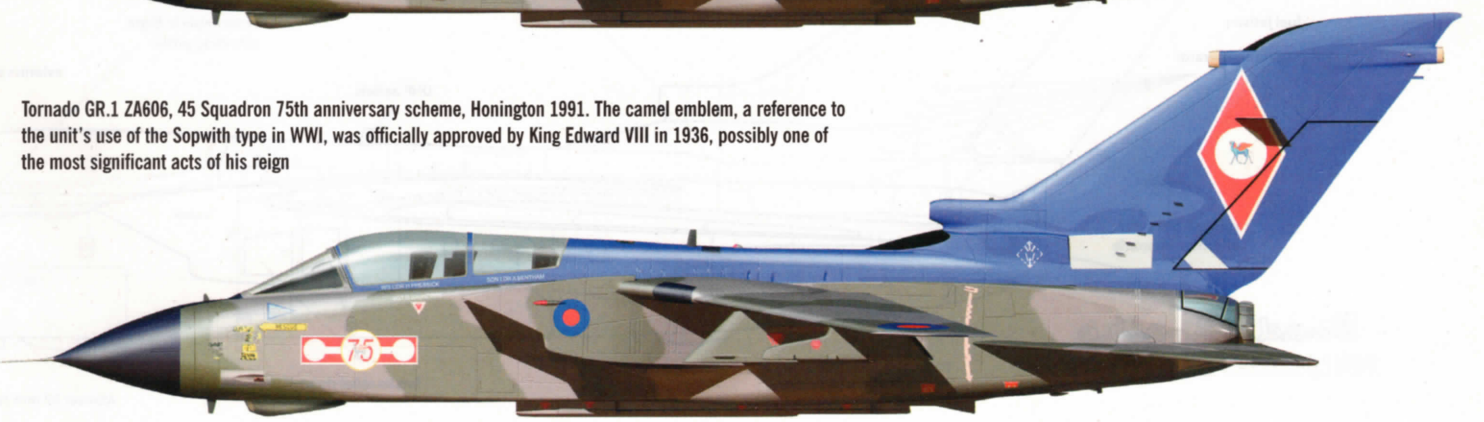
Tornado GR.1 ZD812 of 16 Squadron, Laarbruch, RAF Germany. The squadron is known as The Saints due to its initial formation at Saint Omer. The unofficial stickman logo from the novels and TV series was adopted in the 1960s




Tornado GR.1 ZD748 of IX Squadron, the world's first operational Tornado squadron, re-forming in 1982 at RAF Honington before moving to RAF Bruggen in 1986, where they undertook a nuclear delivery role until 1994. The bat motif is linked to the squadron motto 'Per noctem volamus' - We fly through the night




Tornado GR.1 ZA606, 45 Squadron 75th anniversary scheme, Honington 1991. The camel emblem, a reference to the unit's use of the Sopwith type in WWI, was officially approved by King Edward VIII in 1936, possibly one of the most significant acts of his reign




Artwork © 2009 John Fox – www.avroart.com

# Panavia Tornado GR Mk 1

The Tornado was designed as a low-level supersonic ground attack bomber, capable of taking off and landing in short distances. This requires good high-speed and low-speed flying characteristics. In general, an aircraft which is designed to fly at high speeds usually has poor low-speed characteristics. In order to achieve the desired high-speed performance, an aircraft has a highly swept or 'delta' wing platform. However, these wing designs are very inefficient at low speeds where unswept wing planforms are required. In order for an aircraft to be operated efficiently at both high and low speeds, variable wing sweep is a desirable feature; this was incorporated into the Tornado design.

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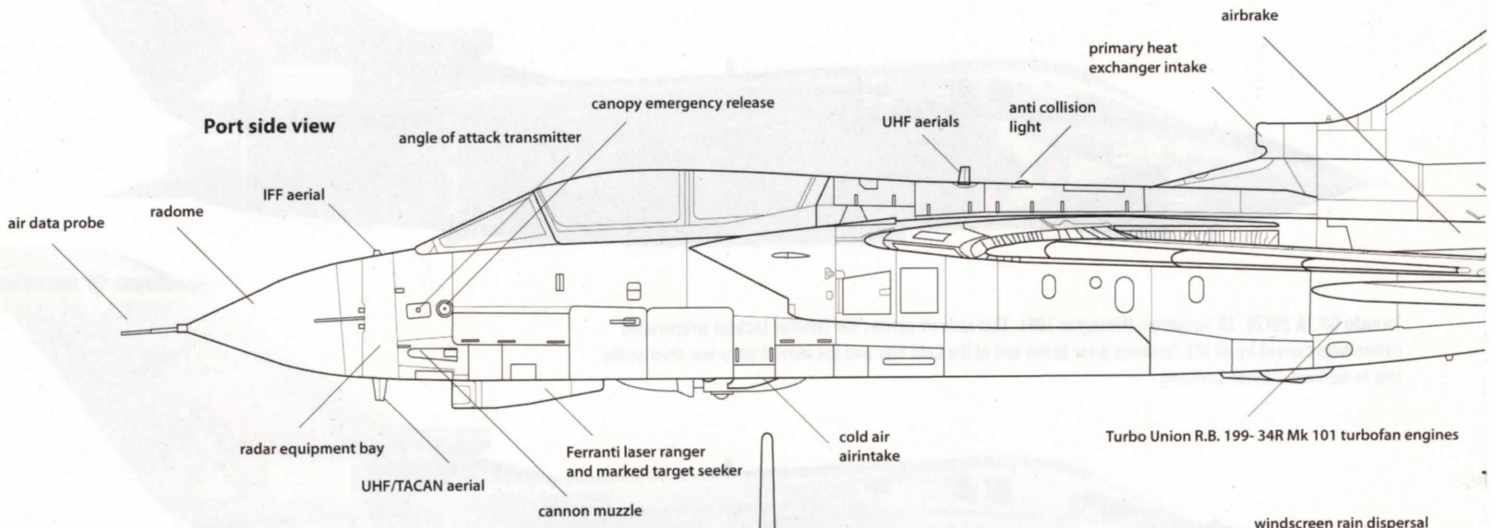
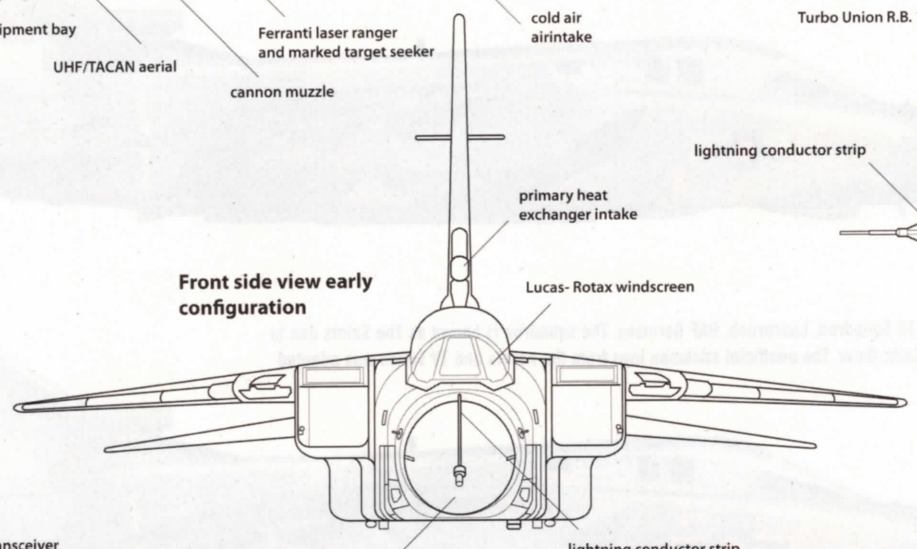
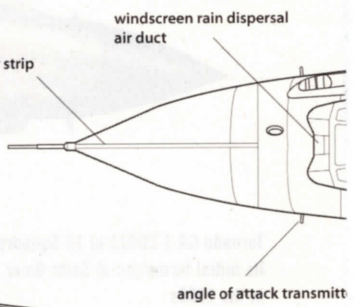



## GR Mk 1 versions

Tornado GR Mk 1
Tornado GR Mk 1(T)
Tornado GR Mk 1A
Tornado GR Mk 1B


Front side view early configuration
primary heat exchanger intake
Lucas- Rotax windscreen
lightning conductor strip
terrain following and ground mapping antennas

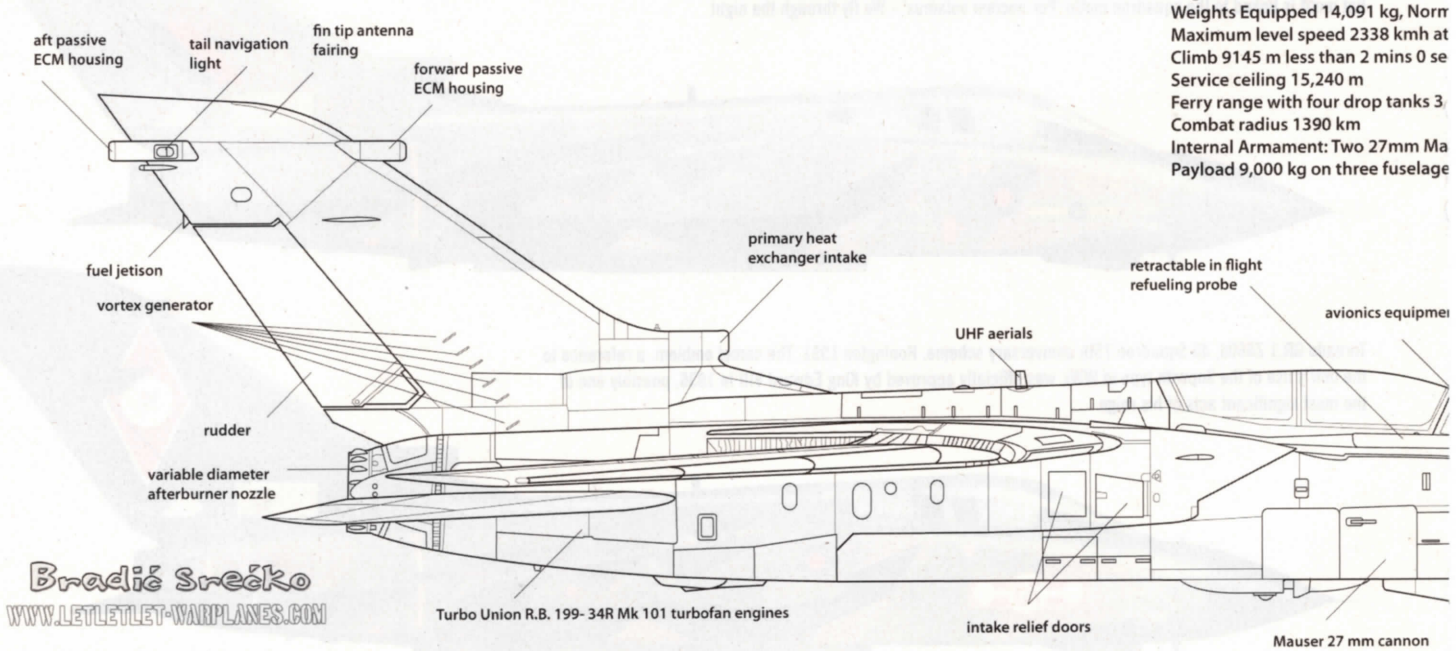



## Avionics

GEC-Plessey PTR 1721 UHF/VHF transceiver
Telefunken SystemTechnik UHF/ADF
SIT emergency UHF with Rohde & Schwarz switch
BAe HF/SSB aerial tuning unit
Rohde & Schwarz HF/SSB radio
Ultra communications control system
GEC-Marconi central suppression unit (CSU)
Leigh voice recorder;Chelton UHF communications and landing system aerials IFF transponder
Texas Instruments multimode forward-looking, terrain-following ground-mapping radar

## Data

Type IDS InterDictor Strike - supers
Crew pilot and navigator
Length 16.72 m
Height 5.95 m
Wing Span 13.91 m fully extended
Wing Area 26.60 sq m
Engines two Turbo-Union RB.199-3
Weights Equipped 14,091 kg, Norm
Maximum level speed 2338 kmh at
Climb 9145 m less than 2 mins 0 se
Service ceiling 15,240 m
Ferry range with four drop tanks 3
Combat radius 1390 km
Internal Armament: Two 27mm Ma
Payload 9,000 kg on three fuselage




Bradić Srećko
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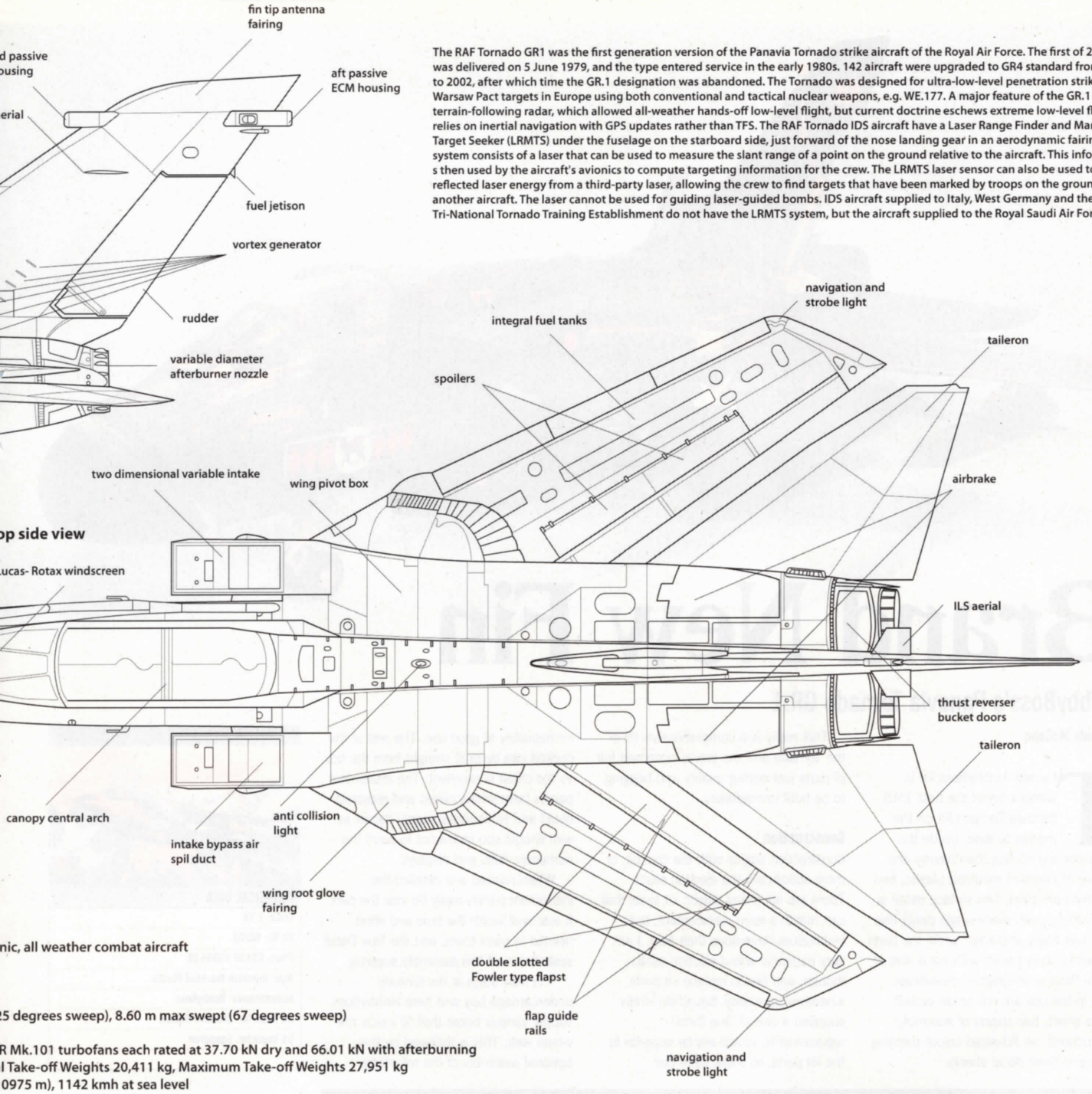
The RAF Tornado GR1 was the first generation version of the Panavia Tornado strike aircraft of the Royal Air Force. The first of 228 GR1s was delivered on 5 June 1979, and the type entered service in the early 1980s. 142 aircraft were upgraded to GR4 standard from 1997 to 2002, after which time the GR.1 designation was abandoned. The Tornado was designed for ultra-low-level penetration strikes on Warsaw Pact targets in Europe using both conventional and tactical nuclear weapons, e.g. WE.177. A major feature of the GR.1 was its terrain-following radar, which allowed all-weather hands-off low-level flight, but current doctrine eschews extreme low-level flight and relies on inertial navigation with GPS updates rather than TFS. The RAF Tornado IDS aircraft have a Laser Range Finder and Marked Target Seeker (LRMTS) under the fuselage on the starboard side, just forward of the nose landing gear in an aerodynamic fairing. This system consists of a laser that can be used to measure the slant range of a point on the ground relative to the aircraft. This information s then used by the aircraft's avionics to compute targeting information for the crew. The LRMTS laser sensor can also be used to receive reflected laser energy from a third-party laser, allowing the crew to find targets that have been marked by troops on the ground or another aircraft. The laser cannot be used for guiding laser-guided bombs. IDS aircraft supplied to Italy, West Germany and the Tri-National Tornado Training Establishment do not have the LRMTS system, but the aircraft supplied to the Royal Saudi Air Force do.




**op side view**

Lucas- Rotax windscreen

nic, all weather combat aircraft

25 degrees sweep), 8.60 m max swept (67 degrees sweep)

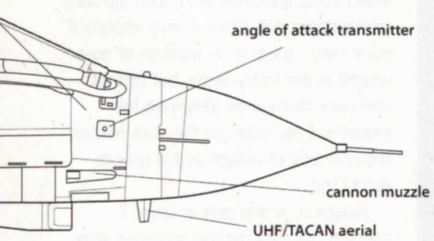
R Mk.101 turbofans each rated at 37.70 kN dry and 66.01 kN with afterburning
l Take-off Weights 20,411 kg, Maximum Take-off Weights 27,951 kg
0975 m), 1142 kmh at sea level

90 km

ser cannon with 180 rounds per gun
nd four underwing hardpoints

bay

**Starboard side view**




Panavia Tornado general camouflage info:

Saudi Arabia- BS 450 Dark Earth, BS 361 Light Stone, BS 641 Dark Green

Oman- BS 450 Dark Earth, BS 361 Light Stone

Luftwaffe- first scheme RAL 6014, RAL 7030, RAL 7009, RAL 9005, RAL 7001
second scheme RAL 6014, RAL 7012, RAL 9005, RAL 7001
third scheme RAL 7021, RAL 6003, RAL 6002

Marineflieger- first scheme RAL 7012, RAL 7035
second scheme RAL RAL 7012, RAL 7023, RAL 7030

German national insignia colors- RAL 9001, RAL 9005

Italia- Verde Scuro 28, Grigio Mare Scuro 27, Alluminio 26

United Kingdom- BS 641 Dark Green, BS 638 Dark Sea Grey

**Drawings by Srećko Bradić**

**1/72 scale**

# Brand New Fin

## HobbyBoss's Panavia Tornado GR.1

**By Andy McCabe**

The new HobbyBoss kit is without doubt the best 1/48 Panavia Tornado kit on the market to date. Inside the large box are no less than twenty-one sprues of injection moulded plastic, two of which are clear. The surface detail is astounding, with every single panel line and rivet finely engraved, while the parts are also crisply tooled with not a hint of either flash or misaligned mouldings. Also in the box are one small etched brass sheet, two sheets of assembly instructions, an A3-sized colour painting plan and three decal sheets.

This really is a comprehensive kit of the Tornado and the box is crammed full of parts just oozing quality and begging to be built immediately.

### Construction

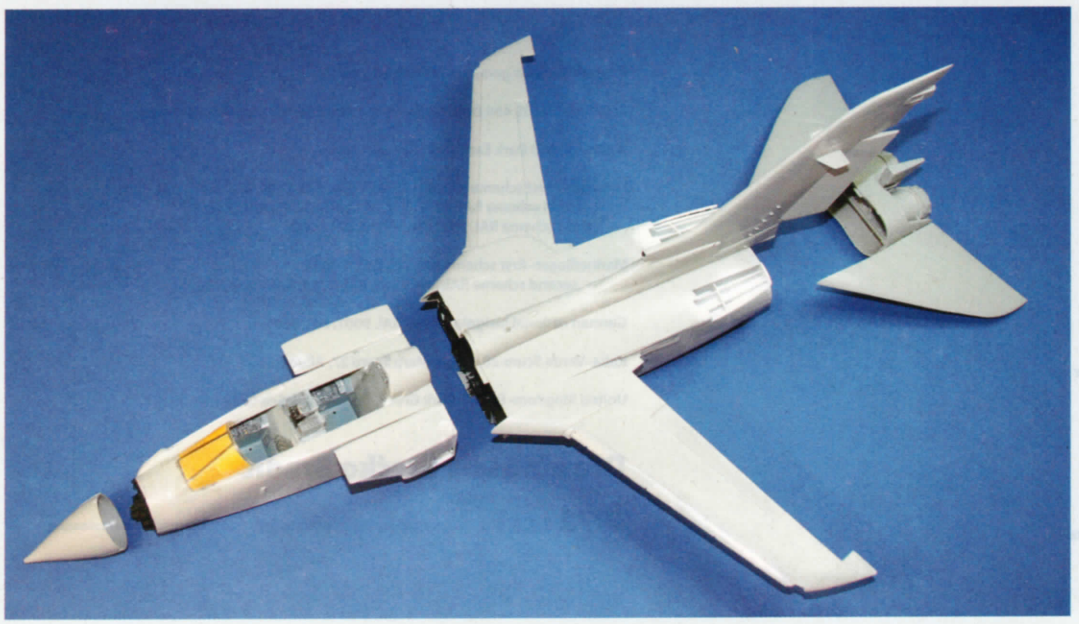
Construction begins with the cockpit, or more specifically the ejection seats. There are not many plastic kit seats that can match a resin replacement, but HobbyBoss have done their best. I am very particular about ejection seats, though, and like to replace kit parts whenever necessary. Squadron kindly supplied a pair of True Detail replacements, which are far superior to the kit parts, so these were put immediately to good use. The rest of the cockpit can be built straight from the box as the detail is excellent. The instrument panels have ample raised and recessed detail and HobbyBoss supply decals as well should you chose not to paint the numerous dials and displays.

When painted and detailed the instrument panels really do look the part. It was well worth the time and effort needed to paint them, and the True Detail seats finish off this assembly superbly.

The next stage is the forward undercarriage bay and here HobbyBoss supply various boxes that fit inside the wheel well. This is followed by the optional assembly of the refuelling probe, before the forward fuselage halves are joined up.

**TECHNICAL DATA**

| |
|---|
| Scale: 1/48 |
| Kit No: 80353 |
| Price: £39.99 US$84.59 |
| Type: Injection Moulded Plastic |
| Manufacturer: HobbyBoss |
| UK Importer: Creative Models |
| US Importer: Squadron |



It is worth mentioning at this stage that parts are provided to portray the model with every conceivable flat, slat or movable object deployed or open, and it would be a great pity not to do so as the detail is astounding.

On with the build. The cockpit tub assembly slots very nicely into one, or indeed both of the forward fuselage halves to which the engine intake assemblies, complete with open auxiliary intake doors, are fitted. A very important point now - there is no mention of nose weight in the instructions, but this kit definitely needs it as otherwise the model is a tail sitter, so the nose section requires 25g of weight added now to rectify this.

Stages 3, 4 and part of stage 5 concern the considerable weapons store supplied with the kit, so these stages

were skipped and the latter part of stage 5 was tackled next, which is for the main landing gear and respective bays. The instructions are not too clear as to the location of the parts for the gear legs, so it would be advisable to assemble them now and dry fit them into their respective bays before these are fitted into the fuselage.

With each bay fitted into the lower fuselage section the next part to fit is the engine front, which although buried deep into the fuselage can still be seen down the intakes. The wings are up next, and these include deployed slats and flaps, which are particularly well moulded.

Once the air brake bays are fitted into the upper centre fuselage half we are getting close to putting the centre section together. The two wings are fitted to their respective hinges on the lower fuselage section and then a link part locks them into the hinge. The wing parts have a geared inner section that would allow them to swing, but the deployed slats, and also the wing root gloves, will not let them do so. I think we can all live with this...

Now the centre upper fuselage half can be glued into place. The rear stepped sections proved difficult to align but patience pays dividends in the end.

The fuselage is made up from three different assemblies, the nose, wing box/centre section and the rear engine/tailplane. The tailplanes have a link section that goes between them, which is quite flimsy considering the weight of the tailplanes. This assembly fits into slots in the lower rear fuselage half and then the upper rear fuselage half is fitted on top.

Now we have another super detailed section. The reverse thrust sections of the upper and lower rear parts of the fuselage can be portrayed partly closed by means of six etched brass link arms, which fit to a centre section, and to the outer parts of the fuselage section. My advice here is to cut, trim and glue each metal part individually as there are differences between the upper and lower and outer parts. The engine exhausts themselves are nicely detailed and the two rear engine faces are very well represented.

It is clear that HobbyBoss have designed the tooling to allow for other variants to be released as there are recesses on the lower centre fuselage for the Skyflash, AIM-120 AMRAAM or AIM-132 ASRAAM missiles that require infill parts.

All of the main fuselage assemblies were now joined together and an incredibly detailed Tornado emerges.

The cockpit canopy was masked and dry fitted - incidentally there is no provision to display the canopy in the open position, and if you chose to do so there are two voids into the fuselage where it meets at the rear lower ends.

## Colour Options

There are two colour schemes provided:

Luftwaffe Tornado IDS, JaboG 32 special scheme

RAF Tornado GR Mk.1, ZA404, 45 Sqn. Honington, Green/Dark Grey camouflage wrap

An all-over coat of Vallejo 71048 was sprayed on. This has excellent covering capacity and dries quickly and once dry is extremely hard and does not come off if wiped over with a damp cloth with thinners on.

A combination of Blu-Tack and masking tape created the demarcation lines for the green camouflage and then Vallejo 71016 Dark Green was applied.

A mixture of extravagantly painted Tornadoes formate with a MiG-29 somewhere over Germany in 2003. All are IDS variants except the Tiger at the back, which is an ECR, as evident by the lack of internal cannon armament (Ronny Stiffel)

A German Tornado ECR of Jagdbombergeschwader 32 (JaBoG 32) waiting its turn to be refuelled, on 22 September 1997

The main undercarriage legs are quite complex structures that need to be assembled the right way, otherwise they do not fit the fuselage correctly, however once assembled and painted they are very impressive and they even have the hydraulic hoses moulded in just the right places.

The undercarriage bay doors were fitted, as was the refuelling probe and the reverse thrust buckets, and finally the open nose cone and the model was finished.

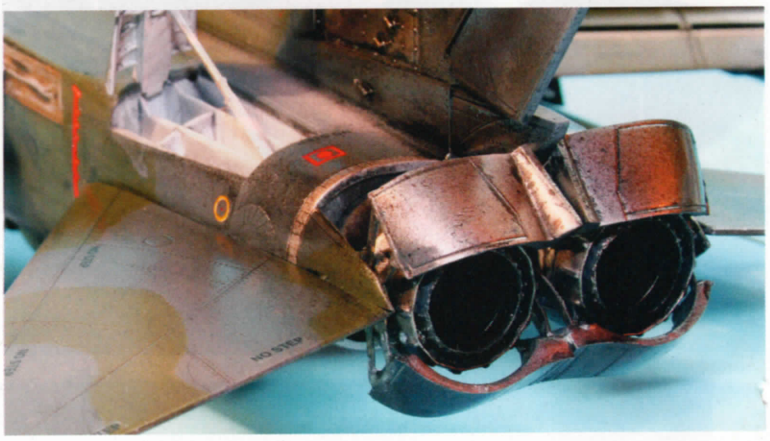
The decals are very nicely printed, with excellent colour density and clarity, and caused no problems. A coat of Johnson's Klear was sprayed all over followed by a dark wash and then a coat of matt varnish.

## Conclusion

HobbyBoss have really gone to town with the level of detail on this kit and the quality is, for want of a better word, outstanding. Other than the addition of resin ejector seats, I would not regard it as necessary to purchase any after-market extras as the kit is incredibly well detailed straight from the box. I now look forward to the ADV version, which is due for imminent release, as I think that the F.3 is a particularly handsome machine, and just looks sleeker. The ECR kit is now available as well, with a striking Tiger scheme on the boxart, and no doubt many more will follow. RAF Gulf War please!

If you are a Tornado fan then you really have to get one of these kits, as you need to see for yourself how good they really are.

● SAMI



# In at the Fin

**Modelling the Tornado in 2010**

Oh, you actually want to build the things? OK. Two words: HobbyBoss and Revell. Disregarding all product concerning the ADV, which has been dealt with here before, the following is a précis of currently available kits and pieces that can be recommended for modellers wishing to produce the best possible Tornado IDS/ECR in any major scale.

## Kits

Revell currently have Tornado kits in 1/144, 1/72 and 1/32. The I/144 kit is no stranger to these pages, and uses a common set of parts to depict the ECR and IDS. The new boxing of the RAF GR.1 is just out, and includes additional stores for this version, but no LRMTS fairing, although in this scale it's a simple matter to whittle one. In 1/72 their excellent kits almost addressed the wing-glove issue perfectly, and both German and British versions are well covered. Italeri's older tool is a former Esci kit, while the Airfix kit harks back to the days of the MRCA, and has been updated little beyond the addition of extra parts.

The Hasegawa kits are by no means the worst, but like all model Tornados are compromised by the wing gloves, which are tooled to allow optional positioning of the wings.

In 1/48 Airfix, Italeri and now HobbyBoss have tooled the Fin. The new HobbyBoss kit takes the honours, with its all-singing all-dancing flaps and slats, as well as a very nice wing glove representation. Bizarrely, in spite of this, there is still a mechanism provided to make the wings operable, although without movable pylons this makes no sense, even if it were workable. The Italeri kit is also rather nice, and has the advantage of a resin cockpit being available – a consideration well worth bearing in mind.

In 1/32 there is, of course, the Revell kit, which will build into a very stately model – especially if you take a bit of time and add a bit of resin, as areas like the cockpit and wings cry out in this scale for more detail.

TORNADO IDS 'MARINEFLIEGER'

TORNADO GR Mk.1 'DESERT STORM'

Academy #4431 1/144 Tornado IDS £2.99 US$2.75

Airfix #04041 1/72 Tornado GR.4/4A £10.99 US$13.05

Dragon #4606 1/144 Tornado GR.4 x 2 £7.99 US$9.90

Hasegawa #00930 1/72 Tornado GR.4 £17.41 US$39.59

HobbyBoss #80353 1/48 Tornado GR.1/IDS £39.99 US$84.59

HobbyBoss #80354 # 1/48 Tornado ECR £39.99 US$84.59

Italeri #0071 1/72 Tornado ECR Deny Flight '95 £10.50 US$27.00

Italeri #1291 # 1/72 Tornado IDS Black Panthers £10.50 US$27.00

Italeri #2668 1/48 Tornado IDS Black Panthers £18.99 US$35.10

Revell #04048 1/144 Tornado ECR £3.99 US$6.99

Revell #04063 1/144 Tornado GR.1 RAF £3.99 US$8.06

Revell #04288 1/72 Tornado IDS Boelcke 50th Anniversary £10.99 US$13.99

Revell #04617 1/72 Tornado ECR Tigermeet £10.99 US$13.99

Revell #04619 1/72 Tornado GR.1 £10.99 US$13.99

Revell #04681 1/32 Tornado ECR 50th Anniversary Luftwaffe £34.99

Revell #04695 1/72 Tornado Tigermeet £12.99

## Accessories

Masses of accessories cover the three larger scales, and it is fruitless to attempt listing them all – there are also generic stores and other bits that we have omitted for reasons of space.

Paragon and Flightpath UK between them can turn your 1/32 kit into a masterpiece, but the Avionix resin cockpit is also a very fine starting point. The HobbyBoss kit has yet to make its mark. Early days.

Note also the Two Mike's resin wing glove seals. Always an essential area with which to concern oneself.

Aeroclub #V109 1/72 Tornado undercarriage legs £1.95 US$TBC

Aeroclub #V139A 1/48 Tornado GR.1/GR.4 gear legs for Airfix kits £3.91 US$TBC

Airwaves #C48047 1/48 Tornado GR.1 details for Airfix kits £4.99 US$9.00

Airwaves #C72003 1/72 Tornado GR.1 details for Italeri kits £4.99 US$9.00

Airwaves AES72013 1/72 Tornado BOZ 107 pod £1.94 US$TBC

Airwaves AES72028 1/72 Tornado wings with open slats for Hasegawa kits £TBC US$TBC

Aires #7059 1/72 Tornado IDS cockpit for Revell kits £8.99 US$17.50

Aires #7082 1/72 Tornado wheel bay for Revell kits £5.30 US$10.75

Aires #7085 1/72 Tornado IDS detail set for Revell kits £22.99 US$44.50

Avionix #32005 1/32 Tornado GR.1 cockpit for Revell kit £36.50 US$40.96

Eduard #72297 1/72 Tornado IDS for Revell kit £4.99 US$6.96

Eduard #CX161 1/72 Tornado paint masks for Hasegawa kit £3.85 US$5.36

Eduard #CX163 1/72 Tornado IDS/GR Mk 1 for Revell kits £4.50 US$6.26

Eduard #JX013 1/32 Tornado paint masks for Revell kit £6.40 US$8.96

Eduard #SS103 1/72 Tornado IDS for Revell kits £2.55 US$6.25

Eduard #SS225 1/72 Tornado GR Mk 1 pre-painted for Hasegawa kits £4.50 US$6.25

Flightpath UK #32007 1/32 Tornado GR.1/1A/B/4/4A details for Revell kits £50.50 US$TBC

Flightpath UK #3206B 1/32 Tornado Flaps, Slats and Spoilers Set for Revell kits £30.83 US58.95

Flightpath UK #32103 1/32 Tornado 2250 Litre Hindenburger Fuel Tanks £18.60 US$TBC

Flightpath UK #48073 1/48 RAF Tornado GR.1/1a/4/4a details for Italeri kits £36.70 US$TBC

Flightpath UK #72058 1/72 RAF Tornado GR.1 for Hasegawa and Revell kits £20.79 US$39.95

Flightpath UK FHP7260H 1/72 RAF Tornado/Typhoon ladder £4.40 US$TBC

Neomega #45 1/48 Tornado GR.1 cockpit set for Italeri kit £18.50 US$37.00

Paragon Designs #32025 1/32 Tornado flaps, slats and wing seals for Revell kits £24.46 US$TBC

Paragon Designs #32026 1/32 Tornado JP233 x 2 £25.43 US$TBC

Paragon Designs #32038 1/32 Tornado Platform type access ladder £5.86 US$TBC

Paragon Designs #48003 1/48 JP233 x 2 £9.77 US$TBC

Paragon Designs #48004 1/48 wing and fuselage pylons £5.38 US$12.95

Paragon Designs #48007 1/48 Tornado Flaps and Slats for Italeri kits £12.71 US$TBC

Paragon Designs #48008 1/48 Tornado Afterburners for Italeri kits £3.90 US$TBC

Paragon Designs #48011 Tornado bulged Wheels £3.23 US$TBC

Paragon Designs #48020 1/48 Tornado Front Fin Correction for Italeri kits £2.92 US$TBC

Resin Art #4905 1/48 Tornado wheels (simplified set) £6.60 US$TBC

Scale Aircraft Conversions 1/32 Tornado Landing Gear £12.50 US$12.99

True Details #48420 1/48 MB Mk.10 ejection seats x 2 £5.50 US$4.46

Two Mikes Resin #32002 1/32 Tornado GR.4 conversion for Revell kits £10.99 US$14.00

Two Mikes Resin #32003 1/32 Tornado Wing Seals full forward for Revell kits £5.50 US$7.00

Two Mikes Resin #32004 1/32 Tornado Wing Seals Full Sweep for Revell kits £5.50 US$7.00

Two Mikes Resin #48029 1/48 Tornado aircrew figures x 2 £10.99 US$14.00

Verlinden Productions #0517 1/72 Tornado Update for Hasegawa kits £11.20 US$18.25

# References

Air Data 2 Panavia Tornado

Publisher: SAM Publications

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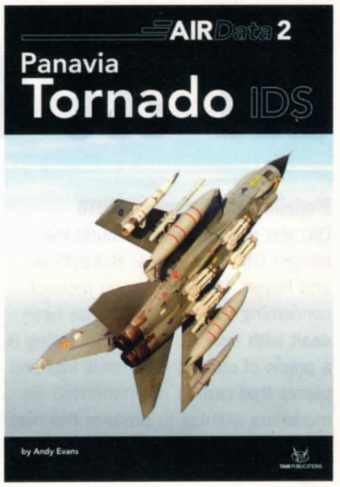

# Decals

Not surprisingly the British manufacturers have gone all out on the Tornado, and there can be few possibilities left unexplored as far as the RAF is concerned. Saudi markings have been provided by Colorado, and the Revell kits generally offer such spectacular decal options, that aftermarket Luftwaffe options are almost an afterthought.

Of note is Xtradecals' 1/144 sheet for RAF machines – very welcome now the Revell kit is here, with its hitherto unavailable Sky Shadow.

Reluctantly, for reasons of space, the now limited availability Modeldecal sheets have been omitted. A number of these offered nice options for GR.1s, including the TTTE, and the instruction sheets were always inspirational, but most of the unique items they offered are now replaced by Xtradecal and Model Alliance. Buy them whenever you see them, though!

Almark #26 1/72 RAF Code Letters for Tornados and Jaguar £2.88 US$TBC

Almark #4817 1/48 Tornado GR.1 £3.76 US$TBC

Almark #S11 1/72 Tornado GR.1 17 Sqn. 75th Anniversary£2.88 US$TBC

Colorado #72037 1/72 Gulf Air Arm No 2 £6.99 US$14.50

Flightpath UK #3201 # 1/32 Tornado GR.1 Gulf War £6.75 US$TBC

Hi Decal #72001 1/72 Tornado GR.1 RAF Desert Storm £5.99 US$TBC

Model Alliance #48104 1/48 Tornado GR.1/GR.4 Part 1 £10.76 US$TBC

Model Alliance #48109 1/48 Operation Telic Part 1 £12.72 US$TBC

Model Alliance #48110 1/48 Operation Telic Part 2 £12.72 US$TBC

Model Alliance #48111 1/48 Operation Telic Stencils £12.72 US$TBC

Model Alliance #48128 1/48 RAF 90th Anniversary Schemes £12.72 US$TBC

Model Alliance #48137 1/48 UK Air Arm Update 2005-6 Part 1 £12.72 US$TBC

Model Alliance #48151 1/48 UK Air Arm Update 2005-2006 Part 2 £13.70 US$TBC

Model Alliance #48152 1/48 UK Air Arm Update 2005-2006 Part 3 £12.72 US$TBC

Model Alliance #48154 1/48 UK Air Arm Update 2006-7 Part 4 £14.68 US$TBC

Model Alliance #48161 1/48 Air War over Afghanistan 2007 £14.68 US$TBC

Model Alliance #48174 1/48 Tornado at War. Desert Storm £15.00 US$TBC

Model Alliance #72104 1/72 Tornado GR.1/GR.4 Part 1 £8.80 US$TBC

Model Alliance #72109 1/72 Operation Telic Part 1 £8.80 US$TBC

Model Alliance #72110 1/72 Operation Telic Part 2 £8.80 US$TBC

Model Alliance #72111 1/72 Operation Telic Stencil £8.80 US$TBC

Model Alliance #72128 1/72 RAF 90th Anniversary Schemes £8.80 US$TBC

Model Alliance #72137 1/72 UK Air Arm Update 2005-6 Part 1 £8.80 US$TBC

Model Alliance #72151 1/72 UK Air Arm Update 2005-2006 Part 2 £9.78 US$TBC

Model Alliance #72155 1/72 World Air Power Update No 1 £9.78 US$TBC

Model Alliance #72161 1/72 Air War over Afghanistan 2007 £9.78 US$TBC

Model Alliance #72174 1/72 Tornado at War. Desert Storm £11.00 US$TBC

MPD/Mini Print #72021 1/72 Tornado ECR £3.40 US$TBC

Peddinghaus Decals #1411 1/144 Tornado IDS JaboG 33 40th anniversary £TBC US$8.10

Peddinghaus Decals #1455 1/144 Tornado IDS AG 51 Tiger Meet 2003 £TBC US$8.10

Peddinghaus Decals #1412 1/32 Tornado IDS AG 51 Tiger Meet 2003 £TBC US$60.75

Peddinghaus Decals #1566 1/32 Tornado IDS JaboG 33 40th anniversary £TBC US$40.50

Peddinghaus Decals #1409 1/48 Tornado IDS JaboG 33 40th anniversary £TBC US$26.30

Peddinghaus Decals #1413 1/48 Tornado IDS AG 51 Tiger Meet 2003 £TBC US$32.40

Peddinghaus Decals #1410 1/72 Tornado IDS JaboG 33 40th anniversary £TBC US$22.95

Peddinghaus Decals #1458 1/72 Tornado IDS AG 51 Tiger Meet 2003 £TBC US$22.95

Xtradecal #00348 1/48 Tornado GR.1/F.2/F.3 £4.40 US$8.99

Xtradecal #00572 1/72 Tornado GR.1/F2/F3 £4.40 US$8.99

Xtradecal #00672 1/72 Tornado Stencil Data £4.40 US$8.99

Xtradecal #00748 1/48 RAF Update 1990 #1 £4.40 US$8.99

Xtradecal #01148 1/48 Tornado GR.1 £4.40 US$8.99

Xtradecal #01372 1/72 Tornado Update 1989 £4.40 US$8.99

Xtradecal #01872 1/72 RAF Update 1990 Part 1£4.40 US$8.99

Xtradecal #01972 1/72 RAF Update 1990 Part 2 £4.40 US$8.99

Xtradecal #05172 1/72 RAF Update part 2 1998-2000 £6.84 US$14.39

Xtradecal #32001 1/32 Tornado GR.1/F.3 £5.00 US$14.39

Xtradecal #32006 1/32 RAF Tornado GR.1/GR.4 Pt 2 £6.84 US$14.39

Xtradecal #44004 1/144 Tornado F.3 GR.1 and GR.4 £6.84 US$14.39

Xtradecal #48056 1/48 Tornado Update 2006 £6.84 US$14.39

Xtradecal #72066 1/72 RAF Update 2005/6 Part 1 £6.84 US$14.39

Xtradecal #72067 1/72 RAF Update 2004/5/6 Part 2 £6.84 US$14.39

Xtradecal #72076 1/72 RAF Tornado Update 2007 £6.84 US$14.39

Zotz #48010 1/48 Tornado IDS Italian Air Force £9.99 USUS$7.15

Zotz #48012 1/48 Tornado IDS Italian Air Force £9.99 USUS$7.15

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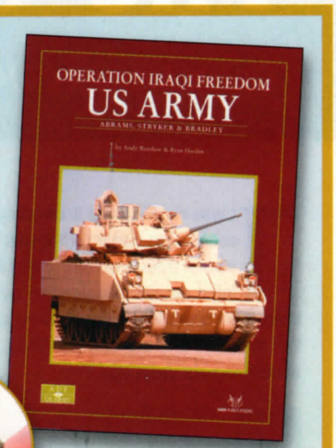

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BY DAVID BATT

# The Glorious Vanquished

## Classic Airframes' 1/48 Fairey Battle

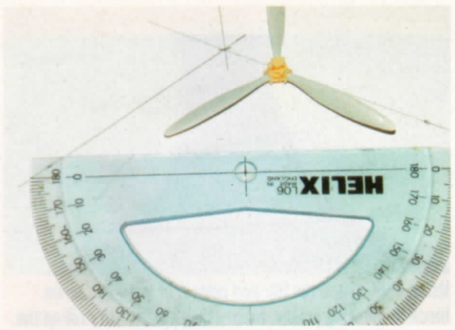
"It was no fairy, and it certainly couldn't do battle!" That was the verdict from one pilot of this ill-fated aircraft following the type's short lived operational career during the Fall of France and the Low Countries, almost seventy years ago.

Bear in mind, however, that while we are now justified in criticising the Battle, and perhaps more pertinently those politicians and 'Brass Hats' who pushed Fairey Aviation into volume production, the type was conceived during a period of technological turmoil and First World War experience. The requirement appeared as Specification P.27/32 of 1933, three or more years before those for the Hurricane and Spitfire, and was intended to find a replacement for a series of fabric covered biplanes. SAM Publications' own Aviation Guide to the Battle offers some succinct insights into the political history as well as a clear history of the type and some superb plans and photographs.

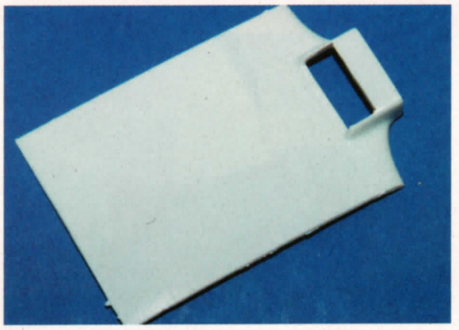
In many ways the Battle has features that to me seem massively over-engineered. Take the bomb stowage, for example. At first glance it seems very streamlined and elegant; the bombs were carried in cells outboard of the undercarriage and within the thickness of the wings for the ultimate streamlining. The aircraft was designed as a high-level conventional bomber so had a proper bomb aimer's position in the centre section of the wing, which is why the bombs could not be stowed in the fuselage. One would conclude that the bombs would drop through spring loaded doors (just like the contemporary Blenheim) out of the wing and away, yes? A lightweight and streamlined installation, right? Wrong.

Actually, the aircraft was also designed to operate as a dive-bomber. In this role the bombs had to be under the wing, so that as they were released they were free to accelerate forwards under gravity without fouling the wing structure - which is why Ju 87s and SBDs have that 'trapeze' for the centre-line bomb, so that it is flung outwards rather than dropping straight into the propeller. In order to fulfil the dive-bombing role the bomb carriers were hydraulically lowered as the doors were opened to take the carriers and bombs outside the wings. Can you conceive of the extra weight, complexity, and power required? It seems to me that the rear defence machine gun mount and the undercarriage itself were

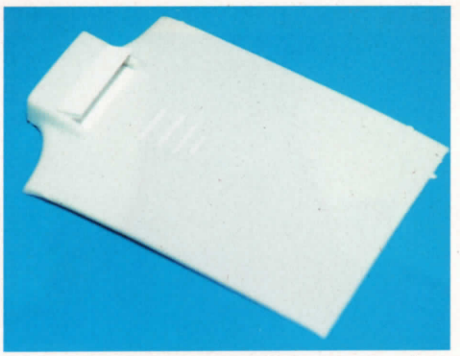
**Layout of the kit parts – this Classic kit is one of their earlier offerings and has some minor fit problems and no etched brass content. Issues have been raised concerning the shape of the nose and the fin, but these do not affect the 'buildability' of the kit, and will be down to the individual to correct if desired**



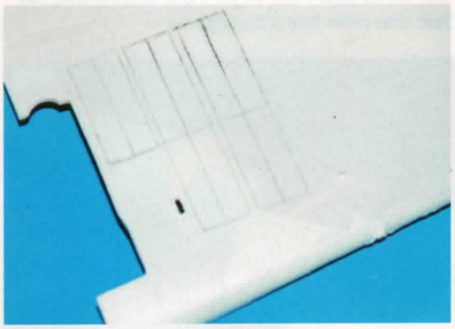

The prop has a choice of cast resin hubs and three injection moulded blades. Guidelines were drawn on a blank piece of paper to help with the alignment of the parts



First stage in improving the wing centre section - the only single part that really caused any problems - was to open out the rear of the radiator bath

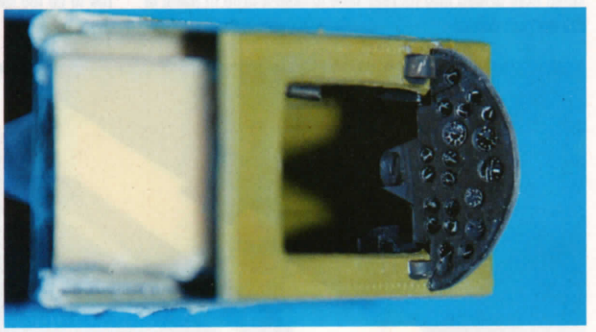


The movable outlet flap has been added to the radiator bath and a representation of the bomb-aimer's shutter fitted

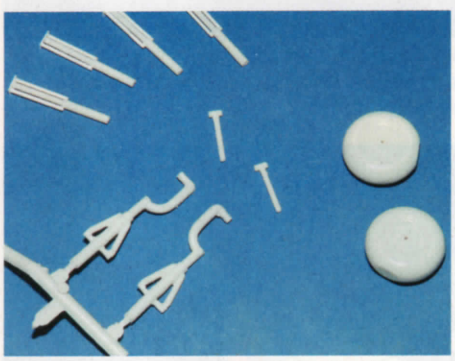


The wings had the bomb bay doors enhanced with a couple of passes from an engraving tool and the cartridge case port for the single machine gun has been made

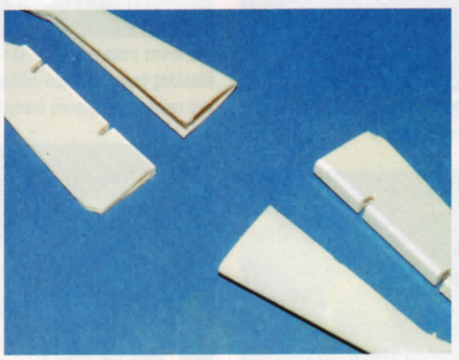
First step in making a more accurate instrument panel



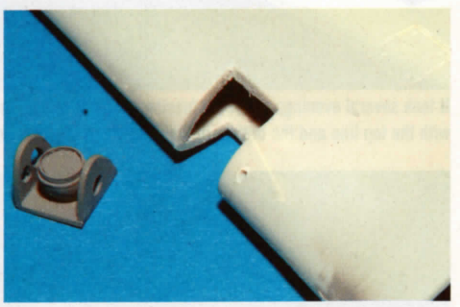
The scratch panel in place on the cockpit – the two 'quadrants' are for the canopy and harness releases to the right and the emergency undercarriage controls on the left



The undercarriage parts ready for painting. The kit instructions guide the builder to the arrangement of the gear extending rams



The elevators were separated from the tailplane to allow them to droop – note the slots for the hinges, a frequent omission with this kind of modification



Fitting the optional landing lights. The recess is finished in aluminium on the full-sized aircraft. Resin lenses have been added from the LittleCars range - note also see the hole for the single forward-firing machine gun and the added panel over the gun position

over-done as well, with equivalent weight penalties.

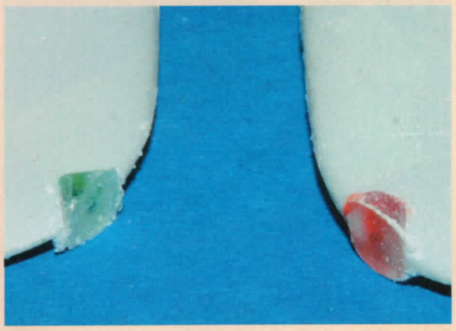
When the Battle first flew in 1936 it was already clearly obsolescent but pressure to try and match the Luftwaffe's numbers of light bombers politically justified orders for nearly 2,500 aircraft. The story did emerge at this time that the Battle was so named as a back-handed compliment to C. R. Fairey himself, as he had continually struggled to encourage the Air Ministry to drop the Battle in favour of the company's own advanced twin-engined fighter-bomber proposal.

When war was declared ten squadrons of these dreadful, inadequate and obsolete aircraft were dispatched to France as part of the imposingly-titled Advanced Air Striking Force and were initially used for armed reconnaissance over the German border. It is hard to believe but is nonetheless true that the first claimed and confirmed kill of a German aircraft by the RAF was made by a Battle of No 226 Sqn on the 20th September, anomaly, not a highlight, as losses had already been high and reached new depths when four of five Battles were destroyed over Saarbruken on the 30th. This was a foretaste of how things would be during the so-called 'Phoney War' and the fall of France, culminating in the desperate raids on the bridges over the Albert Canal and Sedan. They make for hard reading but books like *Valiant Wings* cannot be ignored, and the wanton sacrifice of these crews should never be forgotten.

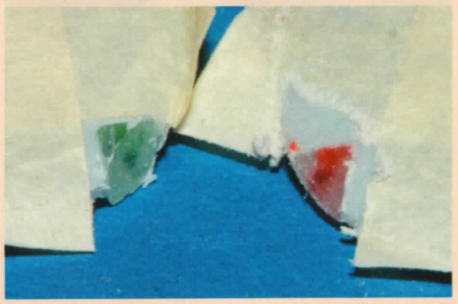
### The Classic Airframes kit

For a long time Classic Airframes had a reputation for providing the kits that no-one else would consider, and the Fairey Battle falls squarely into that category. This kit also carries the other Classic features; two sprues with some fifty-three injection moulded parts that have the trademarks of superbly fine engraved panel lines, plus a pack of twenty-seven cast resin items and some clear vacforms for the long greenhouse canopy and twin landing lights. Four options are provided on the stunning decal sheet and the kit is completed with a less than entirely helpful instruction sheet.

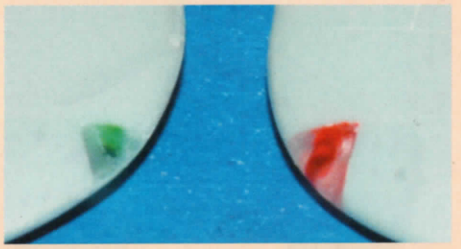
Reviews published when this kit first came out suggested that it was 'fatally flawed', and as a result mine has sat in the loft doing its bit to save the planet as household insulation. When I had the opportunity to produce a model in time



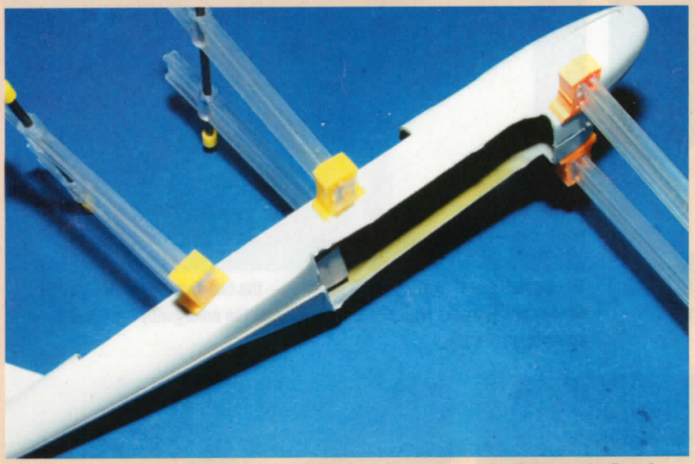
There are six steps to making navigation lights. First, a piece of clear sprue is cut to fit into the wing cut-out and a small hole drilled into its rear face to take a drop of paint of the correct colour



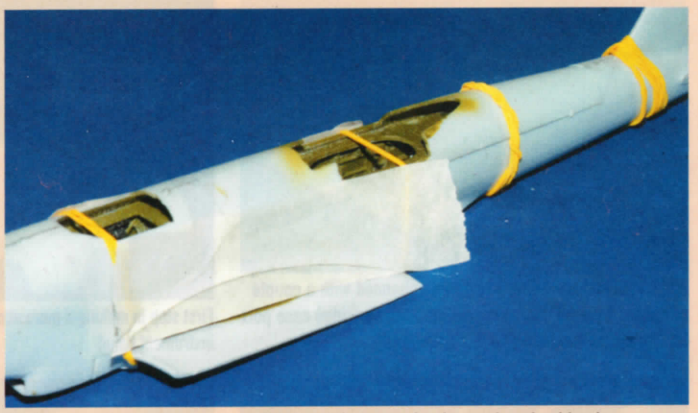
The nav light is filed to the correct plan shape while referring to accurate scale drawings – take care not to remove too much plastic, it will only take one pass with a file to go too far. Apply masking tape to protect the wing surface detail



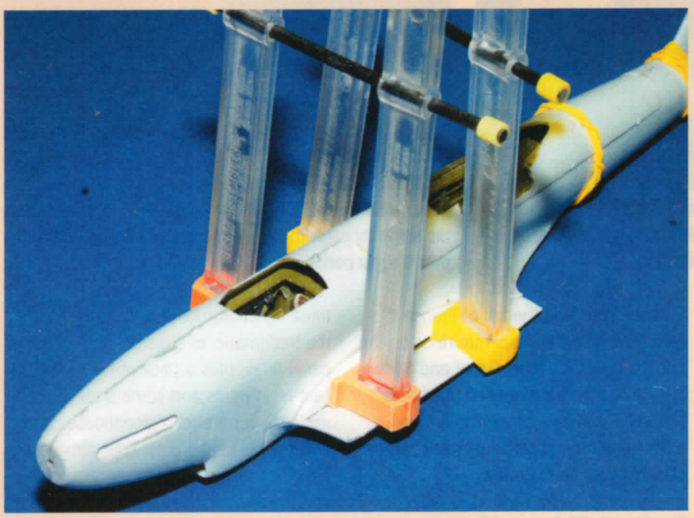
Using a file shape the top and bottom of the clear sprue block to the wing profile, then, using wet-and-dry refine the profile shape, and finally use Micro-mesh or a nail polishing stick to get a good gloss on the transparency. If the aircraft is the type with coloured covers rather than coloured bulbs, then tint the glass with clear paint after all the shaping has been done rather than at the beginning



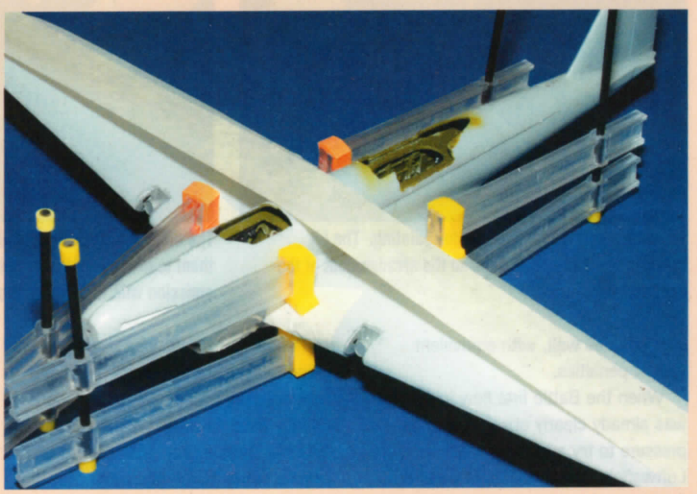
It took several evenings to get the fuselage parts to line up properly. This was the first day, with the top line and the bottom of the nose glued together and clamped up



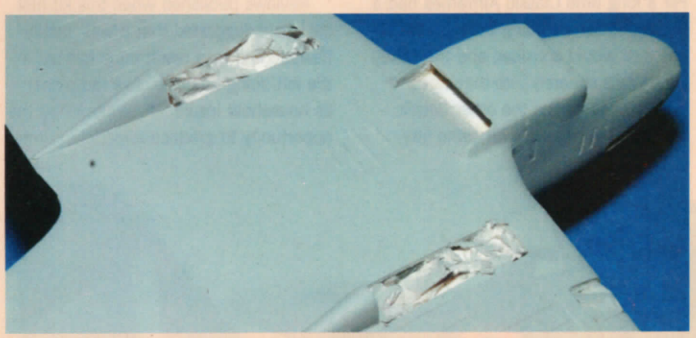
The lower centre section has been fitted and the upper fuselage spine glued in place. Masking tape has been added to the wing root fairings so their shape can be copied off and two reinforcing pieces made from thick plastic card



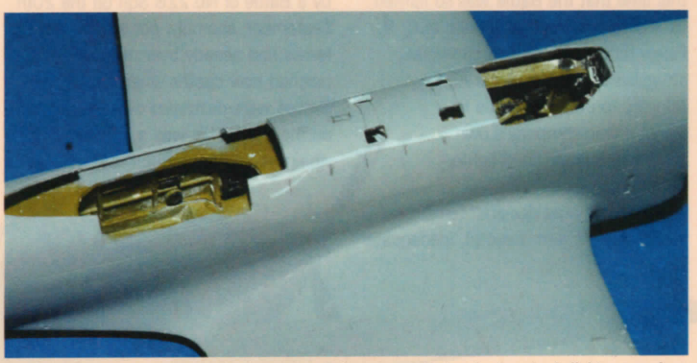
The card reinforcements have been glued in place and securely clamped overnight



Here the wings have been glued and securely and once again my Berna Clamps have proved their worth



The underside of the completed model. The kit configuration for the bomb bay doors is correct, three panels to each side of the main cells, not two as shown on the plans. Don't do as I did and 'correct' the kit, it's not necessary and you'll have to reverse-engineer the bomb bay engraving



Rebates have been cut cut to help the canopy fit better, and the bomb-aimer's skylights opened up. Fixing the canopy took five evenings once the parts had been trimmed and prepared. First night – glue it in place. Second night – paint the interior colour. Third night – add filler to blend the part in. Fourth night – sand the filler and wash clean. Fifth night – re-apply the interior colour

for the anniversary I did my own research and compared the kit with the plans in the *Aviation Guide* (blown up to 150% on the office photocopier) and actually the kit is pretty close to perfect in outline accuracy, save for some differences between the plan and the kit's wing root at the trailing edge. As detailed at some length in the *Aviation Guide*, the wing's trailing edges are straight from the tip all the way to the root. There is no 'kink' at the dihedral break as shown in the kit. As far as the root fairings are concerned, when comparing the finished model with the photos, personally I believe that the kit is more accurate than the plan. If you are inclined to sweat over fractional differences in outline shapes, you can make your own comparisons and decide if they're a real problem.

## Start with the Fine Detail

Construction starts with the front and rear crew compartments. The bomb aimer's position is entirely neglected and to be honest work here would be a waste as you can't see into it anyway.

My first efforts to research the instrument panel showed that the kit offering is completely fanciful, and from this point on I realised that the rest of the cockpit was less than entirely accurate. The proportions of the pilot's cockpit would make it completely unworkable. From the seat back to the instrument panel is over three scale feet, from the seat pan to the pedals approaching four. I also believe that the top of the seat should stand proud of the plate (part #24).

I think the problem is that the seat supporting bulkhead is too far back - the instrument panel is in the right place within the fuselage - and that there should be a substantial gap behind the seat and the rear of the cockpit opening. The side structural detail is sound but distorted to fit the gap. Photographs show the rear of the cockpit cut out with a rounded rear profile rather than squared off, so part #24 is shown back-to-front in the instructions.

In the rear cockpit the pattern of the gunner's seat is correct according to the *Aviation Guide*, but once again there is no provision made for the bomb aimer, who must at a minimum have had a jump-seat for at least take-off and landing. The kit's resin parts do not carry any representation of the rear gun's ammunition stowage either, nor the camera in the rear of the cockpit. In these regards the kit is less than convincing (which is not necessarily the same as inaccurate) and I had to be content to just get these elements of the build installed so the daylight wouldn't show through.

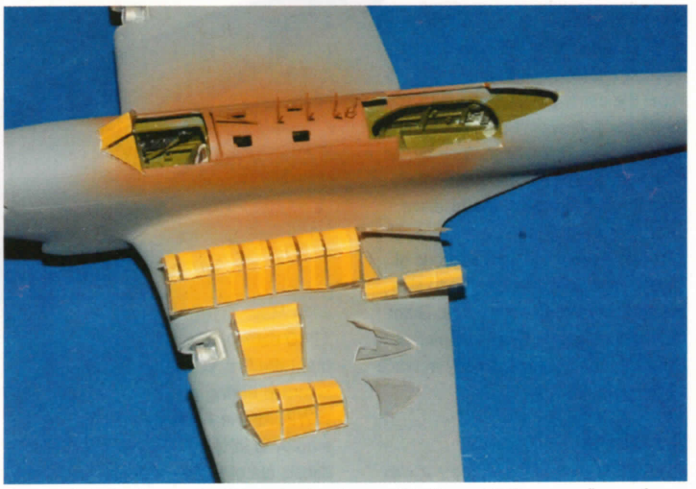
## Major Construction

There are no locating tabs or alignment pins at all in Classic Airframes' kits, and some foresight is needed to try and align things properly. There are lots of viable techniques, just spend a bit of time rehearsing the assembly before you commit yourself. One favourite of mine is to fit tabs of plastic card to the interior edges of the long joins, alternating from side to side, as recommended for vacform kits, but that isn't practical in this kit as the thickness of the parts is very uneven.

The fuselage needs the addition of a piece of plastic card inside the nose on each side to prevent the exhausts dropping straight through. In order to get the interiors fitting correctly I first securely glued the fuselage together along its top edge only and trial fitted the cockpits through the wing opening. It took a couple of goes and a bit of sanding to get a clean fit, but once I was happy with the fit of the cockpit interiors I glued together the join along the lower underside of the nose and cleaned and polished this line before the resin radiator face was fitted, working through the cockpit opening to align this properly.

Next came the gunner's compartment, and care is needed to make sure the position was correct in relation to the fuselage spine (part #23). No specific measurements here, it has to be fitted where it looks convincing. Just make sure the upper plate of the compartment (part #12) is positioned between the rebated tops of the fuselage sides, not below or on top of them. Part #12 helps to spread the sides so that the spine fits properly.

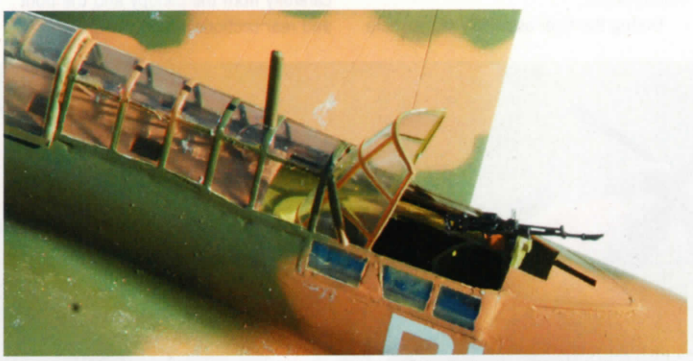
After the spine was glued in place it was time to look at the installation of the wing. The lower centre section is one part with a number of faults. The rear of the radiator duct has to be cut out, and I also scraped out the bomb-aimer's hatch to add a representation of the battens on this 'roller blind' shutter. The part is also fundamentally flat, while the outer panels have a more realistic semi-symmetrical aerofoil section, and this mismatch causes major problems with the wing installation, and there should also be a subtle but obvious bulge in the centre of the panel. Last is the root fairing trailing edge – just like the Spitfire the real aircraft has a gull-wing section, and just like a bad Spitfire kit this Classic offering is as flat as a board.



**The top of the fuselage under the canopy has been painted to match the camouflage colours. Note the support struts for the canopy frame, indicated but not supplied in the kit, and the DF loop, also scratch built**

The centre section was fixed in place and the wing's outer panels trial fitted. It was obvious that their fitting was going to be shaky in the extreme, so I added some thick plastic card to the sides of the wing fairing, moulded as part of the fuselage sides, to try and create a secure rebate to which the wings could be attached. After the joint was properly dried I packed the gaps with Milliput epoxy putty and allowed another twenty-four hours curing time before attempting to clean up the major join lines.

I found that this 'fit where they touch' approach produced an excessive amount of dihedral. A solution might be found by adding wing spars from substantial plastic card to keep the wings flat, out to the undercarriage positions, for the problem seems to lie with the huge gaps between the upper and lower wing panels at the root. It may also force the centre section underside into a curve rather than an absolutely flat plate and allow the bottom of the leading edge to 'float' without weakening the whole model, so the leading edge could be packed with filler. However, the only real solution would be a completely remastered lower centre section.



**If the rear defensive gun is shown ready for use, the top of the fairing has this 'keyhole' shaped slot visible. If the gun is stowed, the fairing has a clean conical form as it rotates through 180 degrees for maximum streamlining once the gunner's wind deflecting screen is lowered**

This wasn't turning out to be a quick build. The need to glue up short lengths of the fuselage and let them properly dry, followed by the four distinct stages of the wing-to-fuselage join, meant that assembling these few major parts took almost the entire Christmas break.

Once the putty was sanded off the tailplanes could be added. I had already decided to separate the elevators from the tailplanes to droop them a bit, and this was easily done with an Olfa P–Cutter, and the biggest problem then was making sure the tail parts aligned properly with the fairings moulded on the fuselage sides. The elevator parts required the addition of a leading edge from thick plastic card, which was rounded off to fit within the tailplanes' trailing edge, and then a couple of notches were made to represent the elevators' hinge positions. Last of all the fairings were added behind the wheel openings in the wing's underside, and then a coat of Halfords Grey Primer could be applied to check the overall finish.

I did find a few more features at this stage that I thought it necessary to add. The long greenhouse canopy between the cockpits is not featureless; although the instructions show a roll-over pylon and canopy support struts they do not show the four small windows over the bomb-aimer's position (I knew he couldn't be left completely in the dark) nor the DF loop on the fuselage top, nor do they clearly show the way the aerial mast passes through one of the panes of the canopy onto the fuselage rather than being mounted to the canopy frame. These latter features are not shown on the plans but do appear if you look properly at the photos in the *Guide* – something I hadn't done until this time.

I brought the large vacuum-formed canopy into play now. It doesn't have any positive location point, but just 'floats' on top of the fuselage, so I marked out its position and then made a rebate into which the canopy would fit. First I made a couple of positive passes with the Olfa P-Cutter along the lines, as if I was outlining a control surface hinge line. I then cut into the scribed line at a

very shallow angle to match the angle of the canopy sides, and then finished the rebate with a riffler file to allow the canopy to blend in with the fuselage. This wasn't difficult; I just think it should have been done by the manufacturer. Contemporary photos indicate that the top of the fuselage under the canopy is in Dark Earth. The canopy was masked with sections of Tamiya tape painstakingly cut to size before being fixed in place with Gator Glue, and a couple more tiny pieces of masking tape held the canopy in place as the glue dried.

## Final stages

At long last – or so it seemed – it was time to apply the final finish and I began with the customary coat of Halfords Grey primer. I used Polly Scale acrylics on this kit for the standard RAF Bomber Scheme of Dark Earth and Dark Green on the top sides. Paper masks were cut for the upper surface camouflage and held in place with little blobs of Blu-Tack to stand them off a fraction of an inch so that the pattern would have a slightly soft edge. Once the top surfaces were finished masking tape was used to get a sharp edge between the top and bottom colours, and I used an equal mix of Tamiya matt black and matt red to complete the under surfaces. A solid matt black looks a bit too intense to my eyes. Finally a single light coat of Tamiya Clear was used to prepare the surface for decalling.

I elected to use the 12 Sqn markings of Garland and Gray, whose attack on the bridges over the Albert Canal on the 11th May 1940 earned them the first VCs awarded during WW2. All five Battles employed in this raid were lost. The kit's decals are of excellent quality and went on without any problem at all, settling down perfectly with the help of Micro Set and Micro Sol. However, I was not entirely happy with the wing markings. RAF roundels on the upper surface in WW2 usually – but not always – extend from the leading edge to the trailing edge; i.e., where the aileron starts. The kit decals are far too small. I also noted in the *Aviation Guide* that reference is made to underwing Type A roundels being added to the aircraft of the AASF, specifically a 48 inch roundel centred six feet in from the tip. I used decals from Xtradecals' generic RAF roundel sets to correct these two points.

With the decals applied a single coat of Xtracrylix Matt Varnish finished off the paintwork and then a little weathering was added with the aid of Tamiya's excellent Weathering Sets and an artist's colour pencil.

During the final assembly stages care had to be taken to get the awkward-looking undercarriage retraction rams correctly aligned and I was disappointed to find the rear defence Vickers gun broke up as it was removed from the casting block. The barrel seemed to be one big void. I sourced a replacement from Vector, whose beautifully cast resin VGOs (alias Vickers K) come two to a pack with no less than eight ammo drums and four tiny etched brass deflection sights. I fitted mine without the ammo drum – I have an idea of finishing this model off with a little diorama setting that would include the ICM ammo loading bench piled up with some drums and a couple of ammo boxes from a Tamiya Bren Gun Carrier. These, plus a couple of armourer figures and four 250lb bombs on the ground, might demonstrate just how big this single-engined monster actually was.

The masking tape was removed carefully from the canopy and the front and rear sections added with Glue'n'Glaze cement, then a small hole was carefully cut into the top of the fixed greenhouse to allow the aerial mast to be fitted. Next came the exhausts and last of all was the propeller, mounted on a stub of plastic rod fixed to the nose of the model.

## Summary

I'm glad to have finished this model, particularly in mind of the current anniversaries, and would not want to advise other modellers not to attempt a build of this kit. However, I have to say I would only recommend it to more experienced builders, and then only those who have either the mental stamina to keep the project going, or possessing a masochistic streak. It can be built, and apart from the centre section problems, appears to be pretty accurate in form and size, but it isn't one of Classic Airframes' finest.

● SAMI

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| FLAK 18 37mm GUNS 2 PCS | 15.50 € |
| P47 BROWNING M2 0.50 CAL 8 PCS | 8.90 € |

### TRUMPETER 1/32

| | |
|---|---|
| FAIREY SWORDFISH MK II | 64.90 € |
| EE BAC LIGHTNING F.1A/F.3 | 89.90 € |
| AV-8B HARRIER II NIGHT ATTACK | 89.90 € |
| F8F-1B BEARCAT DECO INDOCHINA | 49.90 € |

### PACIFIC COAST 1/32

| | |
|---|---|
| HAWKER HURRICANE MK I EARLY | 68.90 € |
| REGGIANE RE 2005 SAGITTARIO | 59.90 € |

### CMK 1/32

| | |
|---|---|
| BF 109 E ENGINE SET W/DECALS | 29.90 € |

### SILVER WINGS 1/32

| | |
|---|---|
| HEINKEL HE-51 DISCOUNT PRICE | 119.00 € |
| FIAT CR 32/32 BIS | 139.90 € |

### A Z MODELS 1/72

| | |
|---|---|
| SPITFIRE PR MK IG | 17.80 € |
| JRF-5 GOSLING US VERSION | 17.90 € |
| JRF-5 GOOSE RAF | 17.90 € |
| PFALZ A.I | 10.50 € |
| PFALZ A.II | 10.50 € |
| AVIA BA 33 CZECH AF 1933/37 | 10.50 € |
| AVIA BA 33 JAPANESE AF | 10.50 € |
| MISTSUBISHI K3M3 SPECIAL | 19.90 € |
| MISTSUBISHI K3M3 PINE | 19.90 € |
| BEECH JB-1/ UC-43 STAGGERWING | 16.90 € |
| BEECH TRAVELER MK .I | 16.90 € |
| SPITFIRE MK Va | 17.80 € |
| SEAFANG SPECIAL WHAT IF | 17.80 € |
| ROGOZARSKI IK-3 LATE | 17.80 € |
| ROGOZARSKI IK-3 EARLY | 17.80 € |
| SUPERMARINE SEAFANG F MK.32 | 17.80 € |
| SUPERMARINE SPITEFUL F MX XIV | 17.80 € |

### RS MODELS 1/72

| | |
|---|---|
| ARADO AR-66 GERMAN TRAINER | 19.50 € |
| ARADO AR-66 ESPAGNE | 19.50 € |
| BF 109 X EXPERIMENTAL FIGHTER | 19.50 € |
| DE SCHELDE S-21 DUTCH FIGHTER | 19.50 € |
| AVIA B.534 IV VERSION | 19.50 € |
| AVIA BK.534 | 19.50 € |

### VALOM 1/72

| | |
|---|---|
| B-26 TORPEDO BOMBER | 38.90 € |
| YOKOSUKA K5Y1 | 16.90 € |
| YOKOSUKA K5Y2 FLOAT | 16.90 € |
| BRISTOL BRIGAND TF MK I RAF | 29.00 € |
| BRISTOL BRIGAND B MK I | 29.00 € |
| FOKKER F.VIIb/3m SPANISH WAR | 29.90 € |
| AVIA F.VIIb | 29.90 € |
| BRISTOL BUCKINGHAM B.1 | 29.00 € |
| BRISTOL BUCKINGHAM C MK.I | 29.00 € |

### A MODEL 1/72

| | |
|---|---|
| YAK 12A | 16.90 € |
| YAK 12A SKY | 16.90 € |
| YAK 8 | 18.90 € |
| YAK6M | 18.90 € |
| YAK 6M SKY | 18.90 € |
| YAK 55 | 11.50 € |
| YAK 55M | 11.50 € |
| HAWKER OSPREY | 17.90 € |
| HAWKER HECTOR | 17.90 € |
| YAK 18 KOREY POLAND USA | 11.50 € |
| AIRCRAFT 5-1 AND 5-2 | 14.90 € |

### SPECIAL HOBBY 1/72

| | |
|---|---|
| W. WHIRLWIND FB MK.I | 21.90 € |
| W. WHIRLWIND MK.I CANNON FIGHTER | 21.90 € |
| CAC CA.9 WIRRAWAY | 20.00 € |
| SB2A-3 BUCCANEER US NAVY BOMBER | 21.90 € |
| BERMUDA MK.I | 15.90 € |

### CHOROSZY MODELBUD 1/72

| | |
|---|---|
| PHOENIX TYPE A100/A119 | 36.00 € |
| ZEPPELIN LINDAU CS.1 | 46.00 € |

### PT DECALS 1/72

| | |
|---|---|
| FRENCH BOMBERS/ TRANSPORT | 15.90 € |

### SRAM TOOL

| | |
|---|---|
| PHOTO ETCHED BENDING TOOL 12cm | 26.00 € |
| BIPLANE ASSEMBLY JIG | 26.00 € |

### MPM 1/72

| | |
|---|---|
| BREDA Ba 88B LINCE | 23.90 € |

### BROPLAN 1/72

| | |
|---|---|
| CESSNA 560 CITATION V SPANISH AF | 39.00 € |
| CESSNA UC-35A CITATION ULTRA US AF | 39.00 € |

### RENAISSANCE DECALS 1/72

| | |
|---|---|
| SPITFIRE MK IX FREE FRENCH | 12.00 € |

### RENAISSANCE DECALS 1/48

| | |
|---|---|
| SPITFIRE MK IX FREE FRENCH | 16.00 € |

### RENAISSANCE DECALS 1/32

| | |
|---|---|
| SPITFIRE MK IX FREE FRENCH | 20.00 € |

### AFV CLUB 1/48

| | |
|---|---|
| NORTHROP F-5E TIGER II | 29.90 € |

### AZUR 1/72

| | |
|---|---|
| CAMS 37E | 21.90 € |

### A Z MODELS 1/48

| | |
|---|---|
| PITTS SPECIAL S-2 EARLY | 17.90 € |
| PITTS SPECIAL S2A/1 | 17.90 € |
| KAWASAKI KI-48-I LILLY | 59.00 € |
| KAWASAKI KI-48-II LILLY | 59.00 € |

### A MODEL 1/32

| | |
|---|---|
| NIEUPORT 16c ALBERT BALL | 54.90 € |
| NIEUPORT 16 ANDRE CHAINAT | 54.90 € |

### JADAR TOOL

TOOL WITH HANDLE TO BITS 0.2mm to 1.2mm 9.00€

### MONTEX 1/32

| | |
|---|---|
| HAWKER FURY MK I DISCOUNT PRICE | 131.00 € |
| YAK 1B | 151.00 € |
| HENSCHEL Hs-123A | 151.00 € |

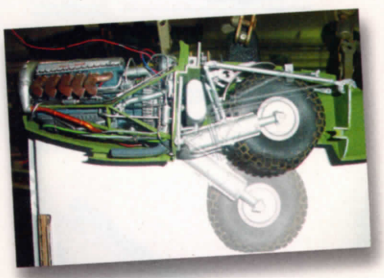
# IPMS (UK) Column

## Presented by Chris Ayre

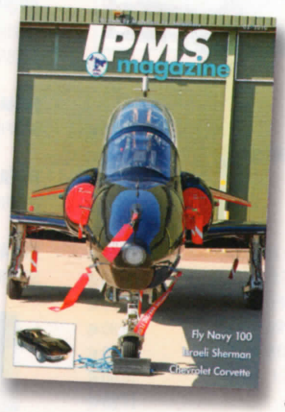
### MODELLER'S BLOCK [or something similar...]

Hello again. I'm sure many of you will be familiar with 'modeller's block' and will perhaps have suffered from it every now and again. I think of it as the inability to get up the enthusiasm to enjoy actually building kits - it doesn't seem to prevent the buying bit. Despite the fact that the interest in the hobby is still there, somehow it's just not enough to induce construction... Over the years, I've known most of my friends experience this at some point and the advice has generally been to go and do something different for a while. This seems to work for most although, perhaps because I'm not such a prolific modeller, I'm always finding 'different' things to do anyway.

I was prompted to ponder on this when I suffered something similar recently. Not so much Modeller's Block as Modeller's Derailment. I thought that I'd got over my most recent drought and was actually pretty enthusiastic about a kit I'd bought. It was an aircraft, but something a little outside of my usual areas of interest. Working on something unfamiliar is often cited as another way out of the dreaded 'block' and I started to build the model not long after I bought it and was thoroughly enjoying the experience. Then along came club night. It's not often that I take along a work in progress to a Branch meeting but, spurred on by enthusiasm, I made the effort. I packed all the bits of the partly built model into the box and off I went. Sharing my work with my friends was rewarding. They were interested and encouraging and I felt, if anything, even keener to finish the project and to make a good job of it. So, I put everything back in the box and headed home.



Brian Boot's impressive motorised, retractable undercarriage on the Airfix 1/24th Mosquito (Chris Ayre)




Issue 2/2010 of the IPMS (UK) Magazine

That was my big mistake, you see! Not the going home (although, come to think of it..... no, that's another story!). The mistake was putting the partly finished model into its' box and closing the lid - because that's where it stayed. For several weeks. Out of sight, out of mind? Perhaps, although I did give it a thought every now and again. Not having the parts laid out and drawing me towards the workbench, or even having the lid off the box, was enough to allow me to keep finding other things that 'required' my attention. I've often been told I have a butterfly mind, which I'm sure is true and probably doesn't help!

A lovely model of a Miles M2W Hawk Trainer at Newbury (Jeremy White)

This isn't the end of the tale, I'm afraid. It gets worse. In due course, the lack of progress started to 'bug' me and eventually, late one night when I was far too tired, I forced myself to dig out the kit and just do a bit to kickstart the stalled project. If I could just finish that small section I'd been working on, all those weeks ago, then I'd hopefully be back on track. So, what was it that caused me to make such a mess of it? Tiredness, certainly. Frustration at the lack of progress? Annoyance at my lack of commitment? I'm sure that all of those things played a part. Suffice to say that I mucked things up to the extent that some excellent surface detail was ruined by careless application of glue and the section I was working on was inaccurately positioned - and very well attached! How great did I feel?

Okay, it wasn't exactly modeller's block that created these problems but I now have similar issues to deal with. What do I do next? Should I put this project completely to one side and try to find a new one to inspire me, should I stick with it? If I succeed in the effort to rectify my mistakes perhaps the challenge involved will provide me with greater satisfaction. On the other hand would the 'quick fix' of, say, getting stuck into a simple out of the box build be more likely to give me the impetus to carry on modelling? Of course, I'm finding that this dilemma is preventing me from making any progress at all.

Beautifully finished Norwegian F-16 by Mick Ellis on the IPMS Salisbury display (Chris Ayre)

As I write, I'm eagerly anticipating my next local Branch meeting. One thing I know I can depend upon is that, if I ask for it, help and advice will be forthcoming from my fellow modellers. Although they may well pull my leg when they see what I've done, I know that any advice given will be well intended and sympathetic. They may even point out a straightforward way to put things right - something obvious that, in my frustration, I've missed. I have a tendency to keep my modelling to myself - only showing the completed models when I'm happy with them - but it's sometimes really useful to have someone to share the trials and tribulations with. It's one of the things I most value about being a member of my local IPMS Branch.

### SHOWTIME

Last issue I talked about model shows and I just have time to mention that I travelled south to NEWMOD 2010 at the weekend, courtesy of my good friend Jeremy. Held at the Newbury Indoor Leisure Centre, this was the first ever Newbury Scale Model Club show but you wouldn't have known it. The venue itself was interesting, being the sports hall of the former RAF Greenham Common, and the organisers had managed to mobilise a good mix of traders and modelling clubs alongside a small competition and, with decent refreshments available, we thoroughly enjoyed ourselves. IPMS (UK) was also in official attendance, with two members of the Executive Committee on hand to spread the word! A big 'thank you' to the organisers and I hope to return next year when the show may be somewhat larger.

The next event on my calendar, the Shropshire Scale Modeller's Show at the RAF Museum Cosford, will be done and dusted by the time you read these words but I'm really looking forward to it. You never know, I might actually spend some time 'manning' the tables of my Branch display.... wonders never cease! You can find a list of other forthcoming shows adjacent to this column. If you've not yet taken the plunge, look out for the yellow shirted IPMS (UK) Committee members at the various events and have a chat - you can even have a look at a copy of IPMS Magazine, the latest issue of which is out now!

Nice rendering of the Azur 1/48 Potez 63-11 (Jeremy White)

All the best, until next time.

**Chris**

www.ipms-uk.co.uk

SAMI

Close-up of Mick Ellis' Norwegian F-16. Note the Sniper pod which I believe Mick obtained from Shull24.com (Chris Ayre)

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# EVENTS

## MAY

**Sunday 9th**

**IPMS Gloucester**
present their 10th annual model show to be held at Churchdown Community Centre, Parton Road, Churchdown, Gloucestershire GL3 2JH. Jeff Brown +44(0)1285 659254 gundylunch@sky.com

**Sunday 16th**

**Northern Scale Model Show**
at the Temple Park Centre, John Reid Road, South Shields, Tyne & Wear NE34 8QN. Graham Trotter 07876 441701

**Saturday 22nd**

**Southdowns Model Group**
annual show at Lancing Parish Hall, 96 South Street, Lancing BN15 8AJ. Contact Craig Wells +44(0)1273 279635

## JUNE

**Saturday 19th**

**Fife Scale Model Show**
at YMCA Hall, Bonnygate, Cupar, KY15 4LG. Contact Dave +44(0)1334 652439 or Bruce +44(0)1382 543104

**Sunday 27th**

**West Norfolk IPMS**
The Friendly, at Downham Mkt. Town Hall, 10.00am to 4:00pm. Mick Condra Mob. 07739 088050 or email: michael.condra@bt.com

## JULY

**Sunday 18th**

**Letchworth Model Showcase**
at Plinston Hall, Letchworth, Herts SG6 4XN. Contact Bob Parker: +44(0)1480 891710

## AUGUST

**Wed 4th – Sat 7th**

**IPMS US National Convention**
Phoenix Convention Center, Phoenix, Arizona
www.ipmsusa2010.org

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BY TONY GLOSTER

# Suomi Hunter

## Revell's unsung Fishbed C in Finnish markings

### The Kit

The MiG-21 is considered by some to be the most successful combat aircraft of the jet age. No other military jet was built in such great numbers or saw action in as many wars as the Mikojan-Gurevich design. With the start of series production of the MiG-21F-13 (NATO Codename Fishbed C) at the beginning of 1960, large numbers of the new Soviet fighter were built for the first time. The German Democratic Republic was one of the first countries outside the USSR to receive the new type with the first 76 aircraft arriving in the summer of 1962.

Finland received the first of its twenty-two aircraft in 1963, and used them in both the Interceptor and Reconnaissance roles until 1986. This marked the start of a new period in the history of the Finnish Air Force, as they now not only had a Mach 2 jet fighter, but also one with missile capability in the inventory. The main armament consisted of two R-3S IFR homing air-to-air missiles, and the aircraft was equipped with SRD-5M Kvant tracking radar, linked to the ASP-5ND gunsight, while the AFA-39 camera could be fitted for reconnaissance missions. The MiG-21F-13 was a day fighter, and had no night or bad weather capability. This aside, the presence of this new machine in Finnish Air Space lent a significant edge to the FIAF through the early years of the Cold War.

Released around the same time as the 1/72 Hawker Hunter, Revell's MiG-21F-13 has managed to keep a remarkably low profile, although quite how is a mystery to me, now I've made one, as it is a truly fine kit. It comes in Revell's normal colourful blue box with some fine art work depicting Sigmund Jähn's aircraft from 1963/65, celebrating his achievement in becoming the first German cosmonaut. Revell do supply the markings for Herr Jähn's aircraft, along with a camouflaged East German MiG from 1978, a Soviet aircraft belonging to an unspecified Guards Regiment from 1965, and finally three options for MiG-21F-13's from the Finnish Air Force dating between 1971 to 83 - the reason I embarked on this build.

### The Kit

Coming in seventy-five parts attached to three sprues of a grey silver plastic, this kit is remarkable in the level of detail Revell have managed to extract from the moulds. The exterior detail is quite superb, with all the access panels and lines being recessed on the fuselage body. The wings have all this and more, in the form of rivets, subtly detailed and coming to the fore once painted. The wheel bays and doors are of such a high

**Revell's decal sheet offers a lot of scope, and is an invitation to line up a shelf full of these kits**

*In association with*

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www.revell.eu

Build Your Dream!

**TECHNICAL DATA**

**Mig 21-F13**

Scale: 1/72 Kit No: 04346

Price: £10.99 US$17.25

Type: Injection Moulded Plastic

Manufacturer: Revell AG UK Importer: Revell UK

US Importer: Revell-Monogram

**Also Used:**

Eduard Zoom set SS260

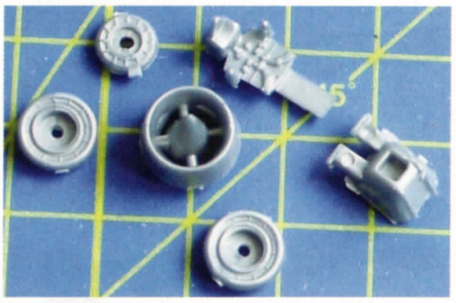
Pavla MiG-21 Upgrade set U72-64

Galdecal 72-005 Finnish Air Force part 5

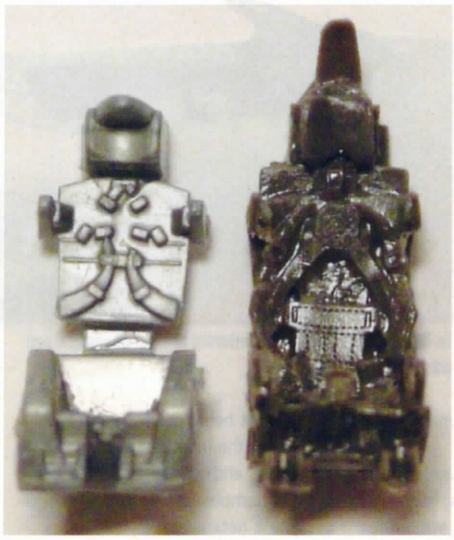
**The transparencies are clear and well mouded**

Some of the aftermarket sets available. From left to right, Pavla's detail set, Quickboost's Air Intake and Aeroclub's white-metal SK seat

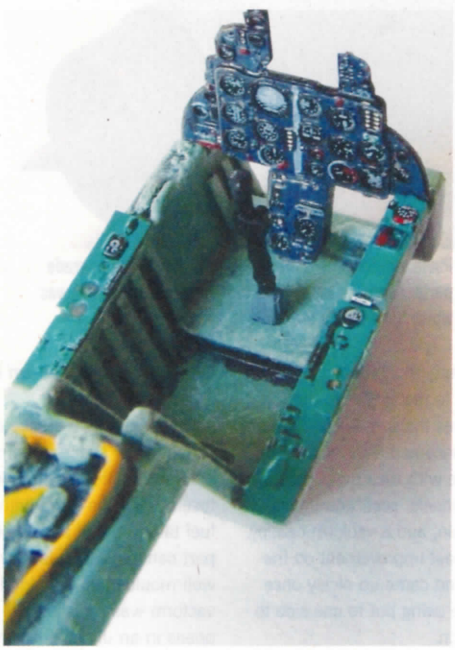
Soviet cockpit colour has always been a bit of a mystery to me. White Ensign came to my rescue, yet it didn't match the colour on the Eduard set



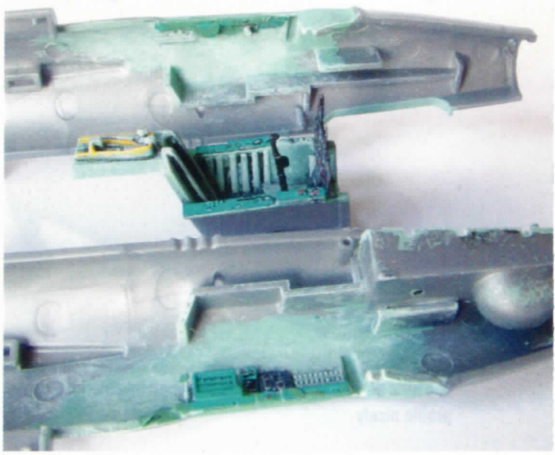
Some of the kit's parts to be replaced by resin upgrades



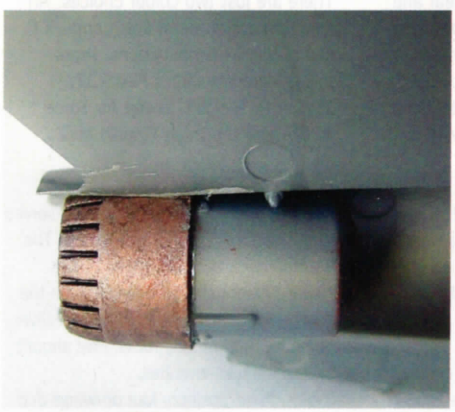
On the left, Revell's SK-1 ejector seat and on the right Pavla's resin replacement



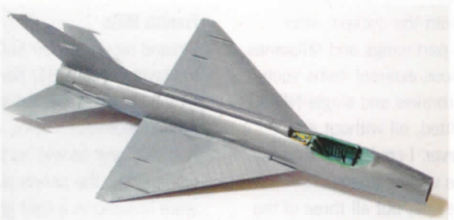
The finished cockpit, benefiting from the Eduard Zoom Set



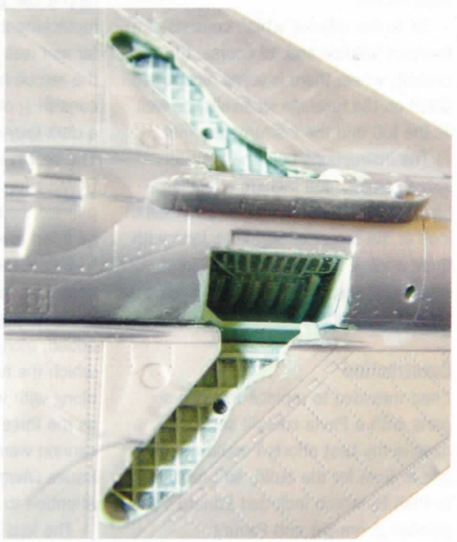
Joining up the fuselage halves proved uncontroversial



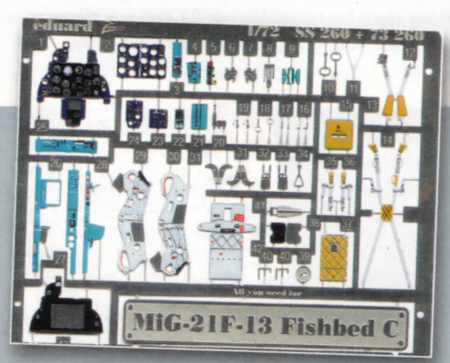
The two-part tailpipe is fitted into place before the fuselage is joined together



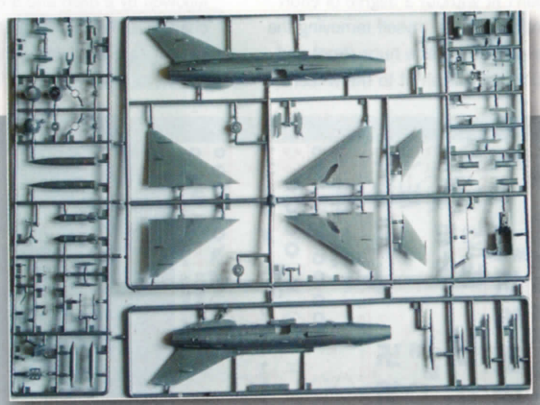
Taking shape, the excellent fit of parts is a real aid to speedy construction



The detail in the wheel bays, both the main and front, is truly impressive



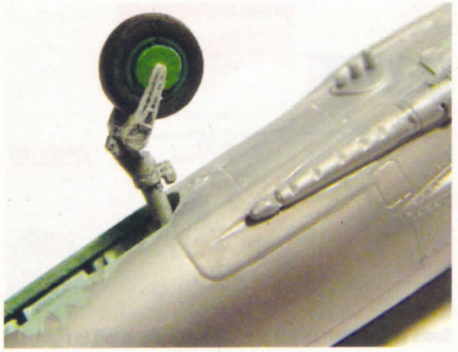

The Eduard pre-painted Zoom set is a must to give the MiG the finish it really deserves



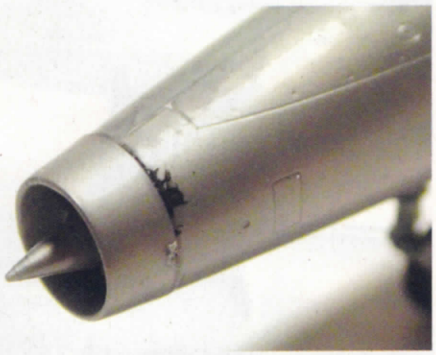
A first look at the plastic confirms the quality of this production

Some major work was needed on the main undercarriage legs to get the Pavla wheels to fit - left, before and right afterwards

The undercarriage in place



The nosewheel painted and fitted in place



The kit's air intake is a good fit, and matches the fuselage profile nicely

Pavla's replacement intake, like the rest of the upgrade parts, needed a bit of work to achieve a good fit but was worth the effort in the end

To finish off the cockpit the internal armoured windscreen was fitted in place

standard that resin replacements are superfluous.

On to the interior, which consists of a two-part tailpipe and, of course, the cockpit, where there is some nice raised detail on the fuselage sidewalls, as well as the tub and the instrument panel.

The instructions take the form of sixteen pages, and include a regular history of the type as well as an in-depth look at the career of Sigmund Jähn,with three photos. The build is in twenty-seven sections, seven of which cover the six decal options.

## Construction

I had intended to replace the kit's six parts with a Pavla cockpit set, but despite my best efforts I could not get one in time for the build, so I resorted to Plan B, which included Eduard's pre-painted Zoom set and Pavla's replacement seat from a general upgrade set.

To start with Eduard's set was used to replace the surfaces on the sides of the tub and the main instrument panel, as well as adding one or two parts to the sidewalls. However, the majority of the parts on the etched fret concern the kit's SK-1 ejector seat, which needs all the help it can get to the extent that a replacement was the best way to go as far as I was concerned. Pavla came to the rescue here with their detail set, consisting of wheels, seat, and intake in a dark grey resin, and a vacform canopy. The seat is a vast improvement on the Revell effort, and came up nicely once painted, before being put to one side to be fitted later on.

Before the fuselage halves are cemented together the highly detailed undercarriage bays and tail pipe are added, along with the cockpit, after which the two-part wings and tailplanes, along with various external items such as the three airbrakes and single NR-30 cannon were fitted, all without any issues whatsoever. I could now turn my attention to the undercarriage.

The legs are fine, but all three of the wheels, main and front, are in serious need of replacement as they bear little resemblance to the MiG-21F-13. The resin wheels are a vast improvement, but don't fit without a degree of effort expended. I found myself removing the major part of the axle hubs (front and main) to get a flush fit to the wheel's hub and then gluing them in place - crude, yet effective.

Revell supply a choice of underwing stores in the shape of bombs, rocket pods or practice AA missiles, while the fuselage can be fitted with a ventral fuel tank. Last of all I fitted the two-part canopy, which is very clear and well moulded so I decided Pavla's vacform was unnecessary. The canopy opens in an unusual manner, being hinged from the front, to deflect the air flow at high speeds in the event of the ejector seat being used. As the option is given in the instructions I wanted to show this, and as things worked out, once I attempted to fit the seat it soon became a necessity.

## Colour Options

There are just two colour choices. An all-over natural metal finish applies to five of the six decal options, these being Sigmund Jähn's Red 737, 1963/65, Red 53, Soviet Air Force 1965, and the three Finnish MiG's -

### Finnish MiGs

Finland received their MiG-21s between April 1963 and 1965 and all of them served in Havittajalaivue 31/ Karjalan Lennosto (Fighter Squadron 31/ Karelian Wing). The MiG-21F was delivered and served in the *Suomi Ilmavoimissa* (Finish AF) in its natural aluminium color, with the panels showing different shades depending on the manufacturer as well as the alloys used in plating. Some areas were painted in silver colours, like the panels over wings, ailerons, hatches, and missile racks. Five aircraft were finished in a light grey color after overhaul in the late seventies.

National insignia were White-Blue-White roundels, in six position, four on wings and two on the forward fuselage. The fuselage roundel was 540mm in diameter and wing roundels were 750mm. Later these roundels received a 10mm black border. A registration code was carried on the fuselage and for the MiG this took the form of MG, followed by a dash and a two digit number. This code was painted in gloss black with characters 320mm high. In many cases the *Havittajalaivue* 31 logo was displayed on the tail - a black lynx guarding its nest, with white, but sometimes silver, eyes.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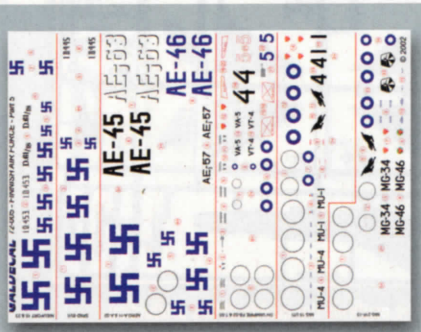
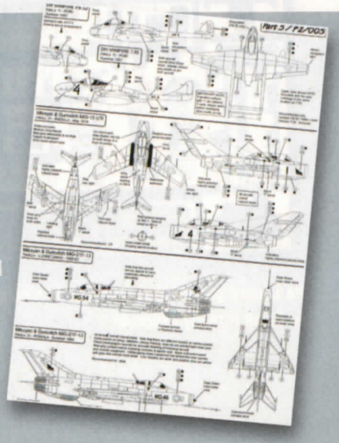
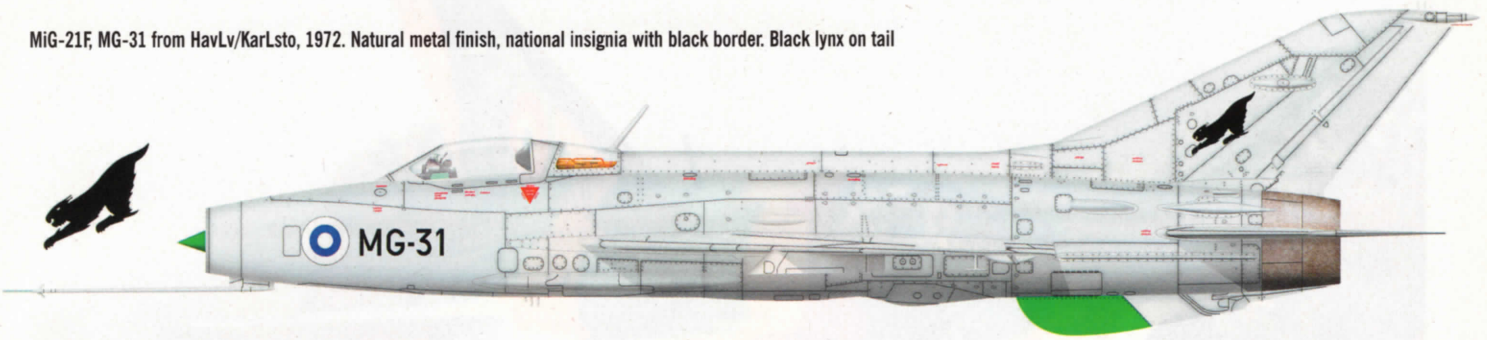



The decals by Galdecal were a real find, very good quality and offering interesting subjects - what more can a modeller ask for?

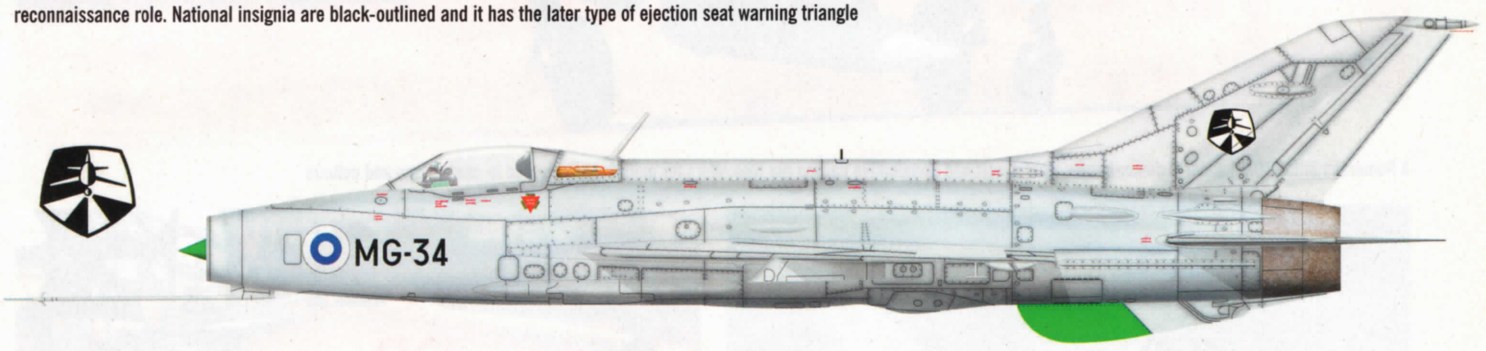


Galdecal's sheets are a very useful find for any modellers interested in the Finnish Air Force

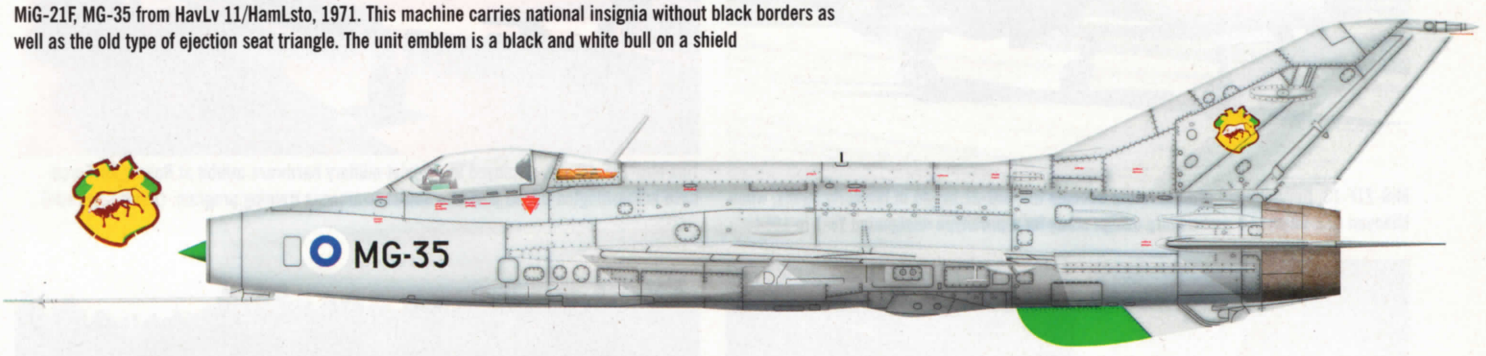
MiG-21F, MG-31 from HavLv/KarLsto, 1972. Natural metal finish, national insignia with black border. Black lynx on tail




MiG-21F, MG-34 from TiedLLv, 1983. Note the interesting logo on the tail, which indicates an aircraft used in the reconnaissance role. National insignia are black-outlined and it has the later type of ejection seat warning triangle

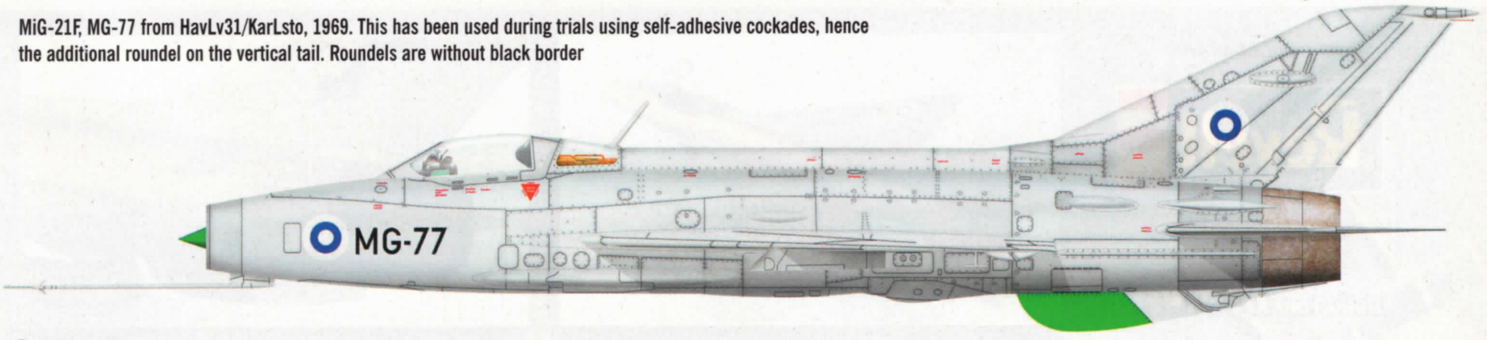



MiG-21F, MG-35 from HavLv 11/HamLsto, 1971. This machine carries national insignia without black borders as well as the old type of ejection seat triangle. The unit emblem is a black and white bull on a shield




MiG-21F, MG-65, from HavLv31/KarLsto, 1976. This is one of the five machines that received a new all-grey colour, more common for later versions of the MiG. Standard national insignia with black border and lynx on the tail

MiG-21F, MG-77 from HavLv31/KarLsto, 1969. This has been used during trials using self-adhesive cockades, hence the additional roundel on the vertical tail. Roundels are without black border



A Romanian MiG-21UM Lancer B demonstrates what a vast and imaginative canvas the type offers for modellers interested in camouflage and colours

MiG-21F-13. Development of what would become the MiG-21 began in the early 1950s, when Mikoyan OKB finished a preliminary design study for a prototype designated Ye-1 in 1954

This MiG-21F-13 was displayed in a Soviet military hardware exhibit at Bolling Air Force base in Washington DC, as part of a Soviet Awareness training program. (Jarek Tuszynski)

Soviet-built MiG-21 in US markings. This is one of twelve Fishbed-Cs flown by the US Air Force for air-to-air combat training

MG-92 shows the clean lines of the Fishbed-C in Finnish service

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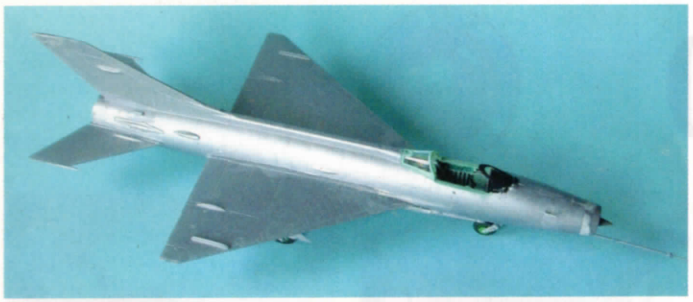


A finished MiG-21F-13 awaiting its first brush-coat of paint

After the first coat, the kit was gently rubbed down with 600 wet & dry

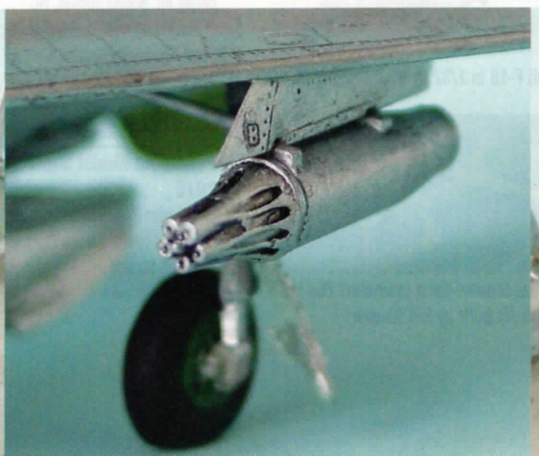
MG-47 (1971), MG-76 (1974) and MG-32 (1983). The one camouflage choice is Red 645 of the East German Air Force, 1978, which comes in a two-tone upper of Dark Green/Brown and a Light Blue under side.

The decals are up to Revell's normal quality and quantity, apart from one hitch where the blue on the Finnish roundels was just out of register. As I was determined the MiG had to be Finnish new decals had to be found, and after an exhaustive search I came up with a set made by Galdecal, Finnish Air Force part five. This sheet has a selection of aircraft ranging from a Nieuport 16 C.1 of 1921 vintage, to my MiG-21F-13. The aircraft covered was MG-46 from HävLv. 31, Summer 1964, in a natural metal finish. The decals were excellent in perfect register, easy to use and left no silvering when painted over with Polly Gloss to give a high gloss look.

## Conclusion

Overall Revell have done an excellent job with this understated and underestimated kit. The surface detail is good as was the fit of most of the parts. To round off, I had an enjoyable time with this build and in its Finnish Air Force colours, it stands out nicely on the shelf, next to its British counterpart the Hawker Hunter.

SAMI



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# Jaxcon 2010

Arguably one of the premier East Coast events is the annual Jaxcon, hosted by IPMS First Coast and held in the city of Jacksonville. This year's event was the third to be held at the University of Florida's University Center, which is well-liked as a venue. The same could not be said of the weather, which was as nasty as the south east has seen for many years; however, the contest was a great success with close to one hundred entrants showing almost 500 entries, with many more models on display tables as well. Vendors from as far afield as Ohio, Chicago and Atlanta were on hand, while there was a small program of seminars, including one on creating diorama groundwork featuring snow and ice – inspiration surely coming from the inclement weather outside!

Well done to all concerned; many thanks to IPMS First Coast officers Gil Hodges for the information and Jay Mesawitz for the photos. Here are just a few of the many excellent aircraft models in the show and on display.

● SAMI

Another Accurate Miniatures model by Jerry Hall – the P-51A

John Thomas' 1/72 Hasegawa F4F-4 garnered him a 2nd place

Nicely weathered 1/72 A-10 by Tony Abbott

A nice Norseman, presumably from the Matchbox kit?

A 1/72 Stipa Caproni barrel plane, built from an obscure Italian resin kit by Joe Hanner.

Another of Rick Bellanger's 1/32 masterpieces – this time a Tomcat

A lovely pair of 1/32 NMF birds by Ken Friend – the Trumpeter F-100 took 1st while his Kinetic F-86 finished 3rd

This Revell 1/28 SPAD VII won Best Junior Aircraft for Tegan Weaver

One of the recent Dragon 1/32 P-51Ds, smartly finished.

A 1/32 Kurnass, converted from the Tamiya kit by Rick Bellager

Rick Bellanger also converted this F-15I from a 1/32 Tamiya kit

An Israeli F-16 in 1/32 by Rick Bellanger

Erin Lantz built this fine 1/72 Hughes Channel 8 news helicopter.

An unusual scheme for a Lysander! The old 1/48 Hawk kit built by Bill Bonner

## USA Events

**June 5, 2010**

**San Diego Model Expo 2010**

San Diego Air & Space Museum, 335 Kenney St, El Cajon, CA
Presented by IPMS San Diego
http://www.ipmssd.org/

**June 5, 2010**

**ScaleFest 2010**

Wyndham DFW Airport N. Hotel, 4441 W. John Carpenter Fwy, Irving, TX
Presented by IPMS North Central Texas
aseang@hotmail.com Sean Glaspell 940-597-9160

**June 11/12, 2010**

**"Models A Plenty"**

Parkway Freewill Baptist Church, 3615 Parris Bridge Rd, Boiling Springs, NC
Presented by IPMS Spartanburg Scale Modelers
tkirk76@yahoo.com Tim Kirkland 864-576-8688

**June 12, 2010**

**Peninsula Model Show and Contest 2010**

Fort Worden State Park Bldg 204, Port Townsend, WA
Presented by IPMS North Olympic Peninsula Modelers Society
http://nopms.net/

**June 18/19, 2010**

**Region 5 Convention**

Willowcreek Middle Sch, 5962 Central Ave, Portage IN
Presented by IPMS Duneland
http://www.ipmsduneland.com/

**June 19, 2010**

**IPMS-PR Plaza las Americas Model Expo**

Plaza las Americas Mall, Roosevelt Ave, Hato Rey, San Juan, PR
Presented by IPMS-PR (Puerto Rico)
http://www.ipmspr.org/

**June 25/26, 2010**

**Region 3 Convention - Atlanta Model Expo 2010**

Cobb County Civic Ctr, 548 S Marietta Pkwy, Marietta, GA
Presented by IPMS Marietta
http://ipmsmetroatlanta.org/

**June 26, 2010**

**Ontario IPMS Mini Con**

City of Ontario Senior Ctr, 225 E. B St, Ontario, CA
Presented by IPMS Ontario CA
http://www.ipms-ontario.org/

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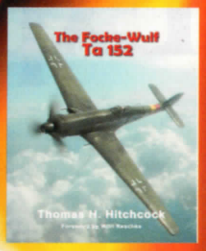

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# Exploring Dora

**Eduard have finally released the famous D-9 in their ongoing series of Fw 190s. A very quick build**

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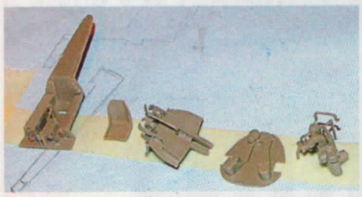
By Srecko Bradic

The Focke Wulf 190D series was introduced in the autumn 1944 and constituted an adaptation of the A series airframe with a Jumo 211 powerplant. This had been tested in both B and C versions but none of these were deployed to operational units in number. The most numerous version was the D-9, now kitted at last by Eduard as the latest addition to their collection of Fw 190s.

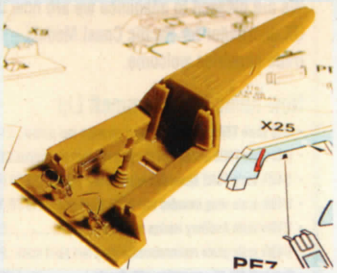
The new kit includes plastic parts on six frets, one clear, one photo-etched fret, including pre-painted elements, and paint masks.

## Start from the End

Anyone with experience of Eduard's kits will be aware of the need to start from the end first – given the extent of the detail and research provided, each option in the box will differ widely, and the modeller needs to identify at an early stage which aircraft is to be modelled, as a number of decisions will be required at an early stage, that may be irreversible later. I decided to build White 12, from 5./JG301, as this machine is well documented, and with this very important step made I was able to commence the build.



**Sub-assemblies ready for painting, including all those interior sections that will be visible through the open top of the wheel well**




**Initial cockpit assembly under way – etched rudder pedals added, as well as map case to the lower starboard side**

The Dora is a more simple kit than the previous 190s, but there are a few build sections which need attention and care. Starting with the cockpit, I would recommend assembling all the plastic parts required, and painting them prior to adding the various pre-painted etched components.

The kit offers options to open the weapons bays on the nose and in the wing roots. I did give some consideration to this, and the detail parts provided are excellent. In the end, though, after much studying of references, I decided that opening these would spoil the streamlined shape of the prototype, and that the aircraft looks much better with everything buttoned up, so I elected to model both the weapons bays and engine access panels closed.

The wing assembly is of great importance to the whole of this build and any imprecision at this stage could cause trouble further along the line. There are a number of parts making up the complete wing and main gear bay, so these were all prepared and carefully added in sequence with repeated test fittings, which allowed for a very minor adjustment on one side before the cement had cured, and in the end everything fitted perfectly.

Prior to joining the fuselage halves the cockpit needs to be fully assembled and painted – a job made much easier with the excellent colour etched pieces provided. The best course to take is to add the assembled plastic tub to one fuselage half, and then add all the etch onto this, which will cut out a lot of handling of fragile parts. The pilot's seat can, of course, be omitted until later unless you are planning on painting the canopy in situ.

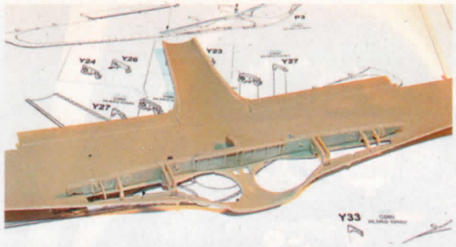
I had made up the engine and armament bay, prior to my decision not to leave these areas on display, and had painted them as a sub-assembly in a variety of aluminium, metals, and dark greys. One point with which I disagree in the instructions concerns part W28, a tank mounted on the top side of the engine. The colour is given as black, but I believe that most of the parts are delivered in an industrial protective coat of a grey-green color. Also the rods on part W21, again given as black, in my view should be painted the same as part W32, which is shown as RLM 02. Still,

Fw 190 D-9 ProfiPACK

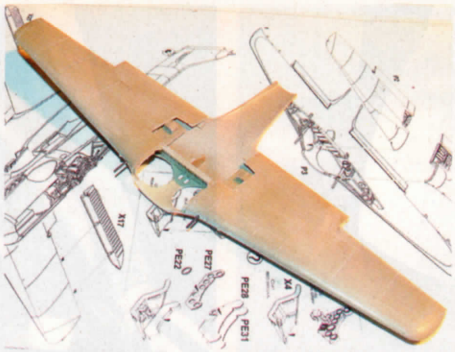
eduard

**TECHNICAL DATA**

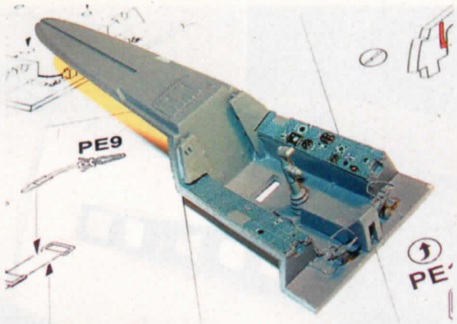
| |
|---|
| Scale: 1/48 |
| Kit No: 8184 |
| Price: £23.99 US$35.96 |
| Type: Injection Moulded Plastic |
| Manufacturer: Eduard |
| Available from LuckyModel.com |
| www.luckymodel.com |



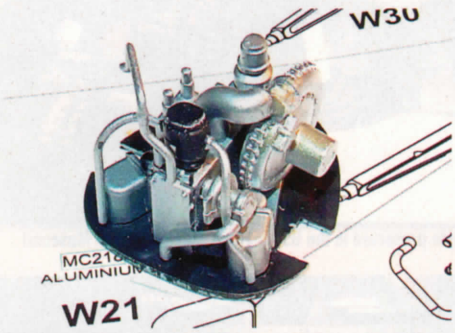

The bottom wing section with wing spar and front ribs – this will be a familiar sight to any modeller who has tackled an Eduard 190 before. Accurate alignment of the spar is essential



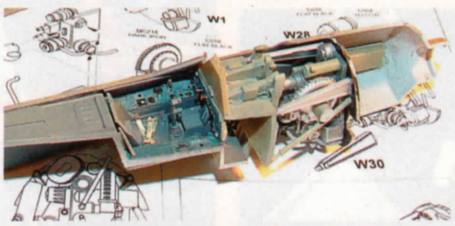
The wing has been assembled for a dry run. Note interior parts for the cannon bay can be left out. Some might regard the optional open gun bays as a chore, and perhaps optional upper wings with the pieces moulded in place might have been useful



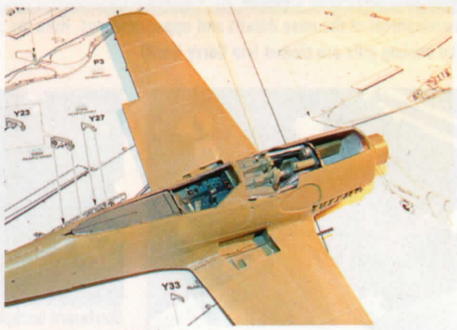

The colour etched side consoles make an eye-catching difference to the cockpit. These have been added after all plastic and unpainted etch have received a coat of RLM 66



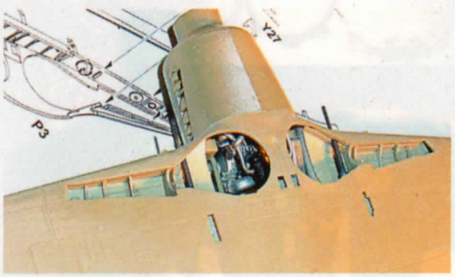

Careful painting of internal components is necessary, as a great deal will be visible through the wheel well



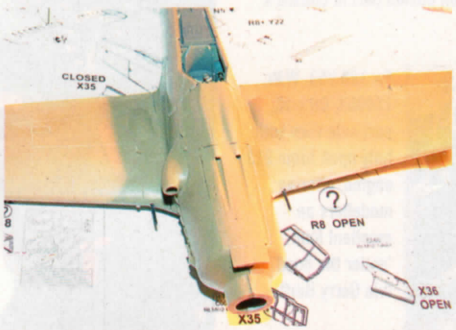

By far and away the bulk of assembly takes place before the fuselage halves are joined



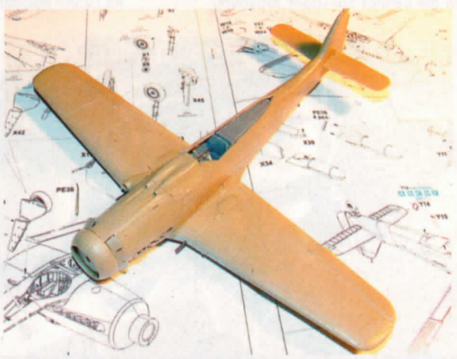
The wings are now attached to the fuselage, and matters proceed apace




The view through the wheel well is impressive – although some parts have to be omitted to model the armament bay closed. Another compromise, but little is visible to the detriment of the model

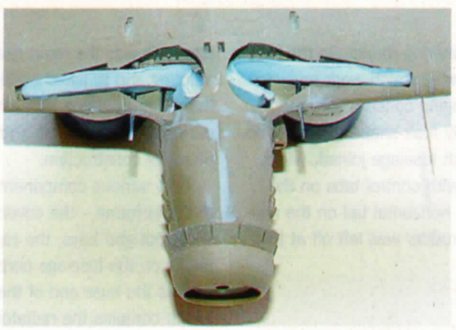



The armament bays have been closed, carburettor intake added to the fuselage sides, and the top of the fuselage closed up. Little now to do before we move on to painting

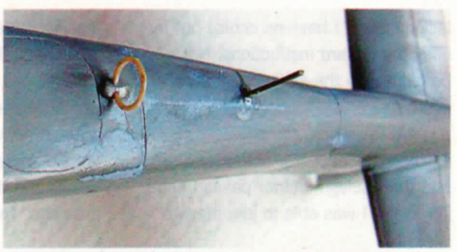


With the front cowling dry-mounted on the fuselage, Dora begins to take shape

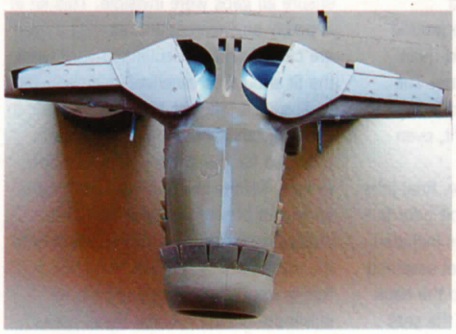
The excellent mask set provided will save a lot of time and trouble



Blu-Tack is used as the base for holding the landing gear doors in situ for painting

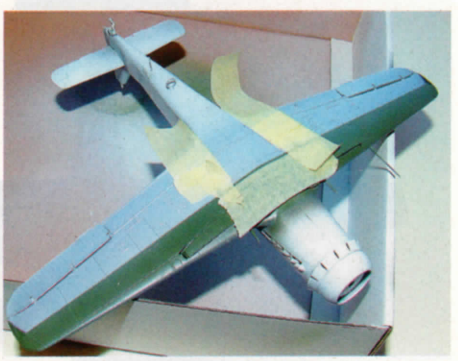


Further detailing is completed on the rear fuselage, necessitating a final light sanding



Undercariage doors have been tacked in position for painting

An initial base coat of white was used to prime the kit



Masking up the undersurface for the variety of colours present. The controversial grey-green shade is next to go on

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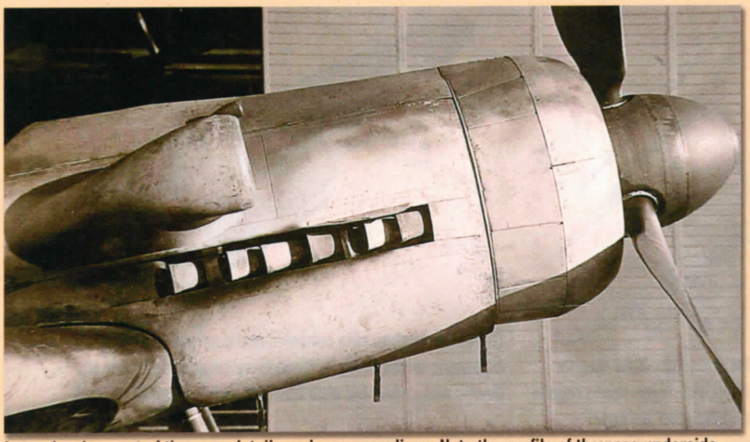
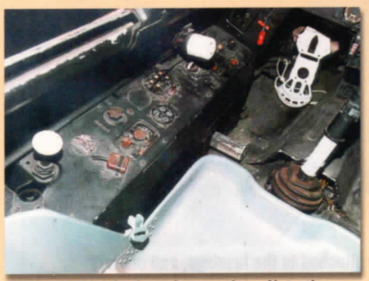
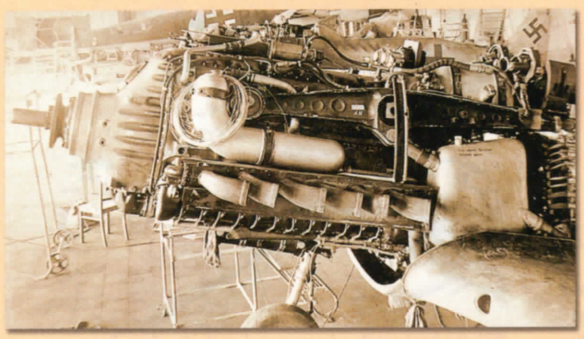


Later development of the nose details and upper cowlings. Note the profile of the nose underside when the cooling gills are closed (via Gerry Herft)



The port console, largely complete. Note the detail of the canopy sill (USAF Museum)

Starboard cockpit console. Of interest are the yellow and red wires behind the small sealable pouch provided as an etched part in Eduard's kit (USAF Museum)



Fw 190 V53, W.Nr. 170003, DU+JC, port side view with fully open Jumo 213 engine, offering modellers an excellent look 'under the hood' (via Gerry Herft)

General cockpit view of the sample preserved in the US Air Force Museum (USAF Museum)

A close-up of the instrument panel may demystify some of the tiny etched detail the kit provides (USAF Museum)

lacking proof, I have no choice but to obey the Eduard instructions. Not a problem with the engine shut away in any case.

With the whole complex engine/armament bay assembly finished, and the fuselage interior painted and complete, I was able to join the two halves, remembering to include the tail wheel leg. After so much work on cockpit and engine construction, the model suddenly took shape in almost no time at all, with fuselage joined, wings added, along with control tabs on the wings and the horizontal tail on the rear fuselage. The rudder was left off at this stage, as was the main gear, to facilitate painting and to avoid breakage during the rough handling that will be inevitable during the cleaning up and sanding phase of construction.

Now various components are added to the airframe – the covers over the wing root gun bays, the carburettor air intake on the fuselage port front side, as well as the nose end of the fuselage, which contains the radiator fan. The kit offers options for open or closed cooling gills, and as I was able to find photographs of aircraft on the ground with these open, which looked quite pleasing, I opted for these parts. The completed nose section was dry-fitted to the nose and it made a firm fit, even without cement.

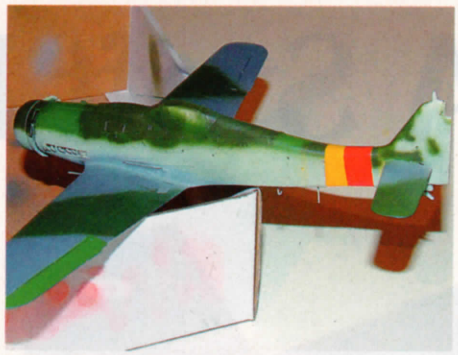
With the airframe complete, final jobs were attended to in the cockpit prior to the canopy being added – this included mounting the instrument panel assembly to the shroud and adding it to the back of the armament bay, adding the seat and head protection and, of course the pre-painted etched belts, which add a real gloss to any kit. I chose the canopy parts for the closed version, simply brushing liquid poly onto the rims to locate them, which worked with no problem at all.

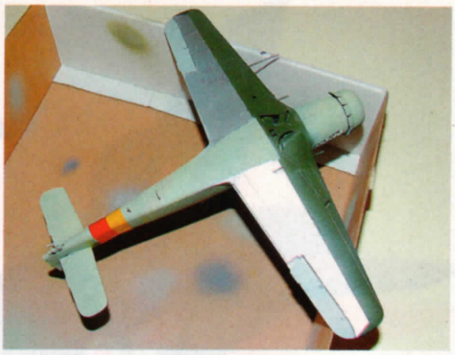
### Before Painting

The main assembly was now complete, with very little in the way of clean-up or sanding to attend to. I simply brushed on Mr. Surfacer 500 liquid filler over all of the join lines and sanded it back to ensure all gaps were invisible. This kit is superbly engineered, and as long as you are careful and meticulous in your work, the fit should be excellent

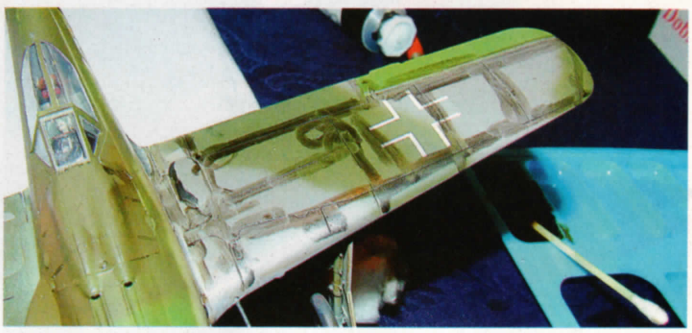
The next job was to mask up prior to painting, and with Kabuki tape parts provided for the canopy, this is made simple. Masks are provided for both early and blown canopies, and after placing them, I buffed them down onto the surface with soft wooden stick - this is important, as it will help to eliminate bleeds – while those areas left unmasked were in-filled with Humbrol Maskol.

RLM 82 camo is being added to the uppersurfaces, referring closely to the prime reference source


The fuselage band was masked up and painted on


An overall view of the finished undersurfaces

Decal application was speeded up by the scarce application of stencils on the prototype


Weathering under way with artist's oils

Blu-Tack strips were laid onto the main gear bays, partly to act as masks, but also to hold the doors in place, which constitute the main protection for the interior of the bays – this also allows them to be painted to match any weathering or wear depicted on the undersurfaces.

With a couple of smaller pieces added, and all masking completed, the kit was now ready for the painting stage.

## Painting

Planning the painting stage is, of course, the first thing that needs to be done on opening the kit, as so much of the construction will depend on it. I had opted for the machine noted as example A in the painting instructions, and this is w.Nr. 500408 from JG 301. This machine is described thoroughly in the JaPo book *Focke-Wulf Fw 190 camouflage & markings Part II*. There are also several images of the aircraft, and from this point on I used this book as my reference source for the camouflage finish.

The first coat on the kit is the Aluminium Metalizer on the wide area of the wing bottom and a small area behind the wing root armament bay. This Metalizer dries very fast so I was quickly able to apply the necessary masking to the lower wing, ready for the next step which was to spray on the RLM 83 to the front of the wing lower surface. Next, RLM 75 was sprayed on the wing and horizontal tail surfaces, after which further RLM 83 was applied as per the Eduard painting instructions.

Next to paint is the underside colour, which is actually a basic industrial protection coat and is of a green-grey shade. Sources differ on the precise nature of this paint, and in many cases it is referred to as RLM 84, although I am not sure that this is the correct designation. Samples of this found on an He 162 under restoration in France are best matched by Vallejo Modela Air 71045 US Light Grey, which seems the closest possible match to the original, so this was my choice.

The Vallejo colour dries quickly and efficiently and the next colour added was the RLM 82 for the upper surfaces. The camo was applied with careful reference to the JaPo book, which was open on my knee as I airbrushed the pattern on as carefully as possible. Finally RLM 81 was added to the upper fuselage only, and the painting stage was complete.

The well-known JG 301 yellow-red bands were masked up and sprayed on using elements from the Kabuki mask set, and the final paintwork involved spraying the vertical rudder, as well as the undersurface ailerons with RLM 76. This completed the colour scheme for the kit.

Analyzing images from the JaPo book, I noted that my choice of aircraft does not carry much in the way of stencilling, with the only notable ones being the fuel triangles. This speeded up the decalling process, and before long the model was finished, apart from a little light weathering, which I achieved using artists' oils.

The reference images showed some wear and dirt, so first I applied an all-over wash of diluted raw umber, wiping this off with a cotton ball, but leaving a sheen over the whole surface. Half an hour later a black wash was added to all the panel lines, and wiped off after a short while. This left a pleasing, but subtle sense of wear to the model.

## Conclusion

There can be no doubt that Eduard have produced an excellent kit in every respect, with great build possibilities. The manufacturing level is top quality, and the build runs very smoothly - I finished this kit in five days! The only minor issue I found was a missing lock on the bottom of the cowling nose, which had to be engraved.

One specific issue arose with the aircraft I chose to model. One image shows this machine with two square sections cut and removed from the vertical rudder on the port side. This suggests the possible presence of victory markings, which somebody may have cut and removed as a souvenir. Hopefully, one day, more information on this will come to light. Until then, I am obliged to regard my model as possibly unfinished!

● SAMI

**Military Aircraft Monthly**

*This month in MAM Sreck Bradic offers historical pictures and narrative on the short sharp career of the Fw 190D-9, with profiles by Peter Scott*

# A Swift Kit in Time

## Xtrakit's warmly received Swift FR.5 in 1/72

### A Difficult Start

The Supermarine Swift was an early post-war fighter resulting from the same specification that gave rise to the Hawker Hunter. First into service with the RAF was the F.1 fighter in February 1954, followed soon after by the first of the Swift F.2s. Following a multitude of problems, these were all withdrawn the following year and replaced by Hunters. Small numbers of F.3s and F.4s followed but did not enter squadron service. The F.4 was then developed into the fighter reconnaissance Swift FR.5 and some ninety were produced, equipping 2 and 79 Sqns, RAF Germany, starting in January 1956. The last Swifts left service in March 1961 being replaced by Hunter FR.10s.

In the end the Swift was very successful in its reconnaissance role and was well liked by those that flew it.

### Swift Kits

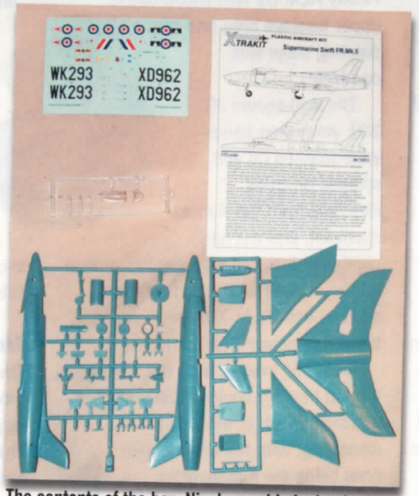
Given its rather limited service career it is probably not surprising that the Swift is not well represented in kit form. In 1/72 there have been resin kits from both Magna and Czechmaster, with Magna producing examples of most marks of the aircraft. FR.5s came from Hawk, Pegasus and Merlin Models, while Rareplanes did a vacform FR.5, which resulted in an excellent model. Sadly, over the years the canopy has slowly turned brown and, until Xtrakit's excellent offering arrived, I was refurbishing it using a spare canopy from my, as yet unbuilt, Czechmaster kit.

The markings options as offered by Xtrakit

Manufactured by Sword, Xtrakit's new FR.5 exhibits the usual smooth shiny mouldings with most lumps and bumps, such as small intakes, offered as separate parts. Decals are crisp, glossy, well detailed and with plenty of seemingly accurate stencilling.

### Construction Starts

I don't normally dwell on cockpit interiors, preferring to spend more time on the overall finish of the model. In the case of the Swift, black was the predominant cockpit colour and so a black base was my starting point in that area. Unfortunately, rather late in the build, I discovered that the top of the ejector seat interfered with the canopy so I had to prise it out and remove material from its base before replacing it.




The contents of the box. Nicely moulded, simple, but everything that is really needed

Before assembly of the fuselage halves, the instructions advise that the inner walls of the air intakes should have the splitter plates added, prior to the inner walls being inserted. The problem here is that it is then impossible to fill the gap between the front of the inner wall piece and the main fuselage component. My own method was to fit the inner walls without the splitter plates attached and to fill and smooth down the joint. Having done that the splitter plates can then, with a bit of fiddling, be added from inside the fuselage and fixed into place with liquid cement.

The Hawk kit dates from the 1950s and has appeared under the Testors label

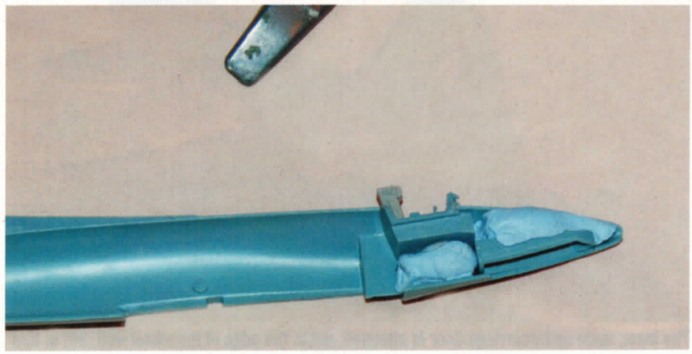
Before the fuselage halves were cemented together, the tailpipe, cockpit tub, nosewheel bay and some suitable nose weight had first to be fixed in place. Study of a number of photographs

**TECHNICAL DATA**

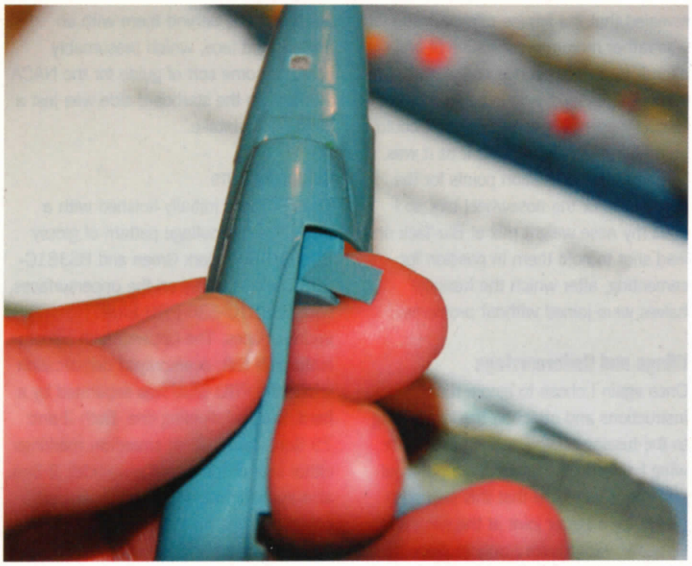
**Supermarine Swift FR.5**

| | |
|---|---|
| Scale: | 1/72 |
| Kit No: | 72012 |
| Price: | £17.99 US$35.99 |
| Type: | Injection Moulded Plastic |
| Manufacturer: | Xtrakit |
| UK Importer: | Hannants |
| US Importer: | Squadron |

Green putty in place ready to be rubbed down. By leaving the attachment of the splitter plate until later than suggested in the instructions it is possible to fill and rub down the joint between the separate inner wall of the intake and the fuselage side

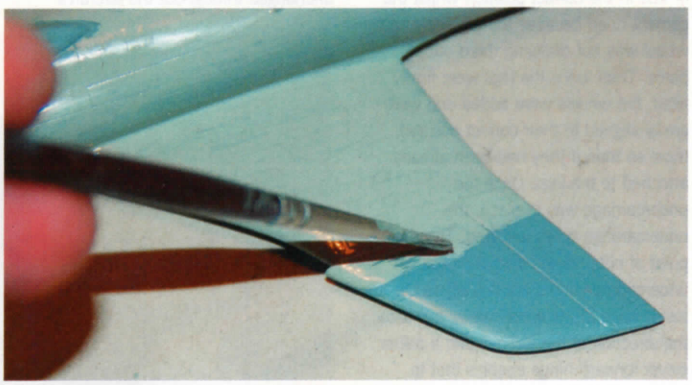


The nose weight, made of Blu-Tack mixed with lead shot is shown here, inserted into the port fuselage half. This is the starting amount before later checking the balance of the model. It is also being used to hold the cockpit tub and nosewheel bay in place before cementing them

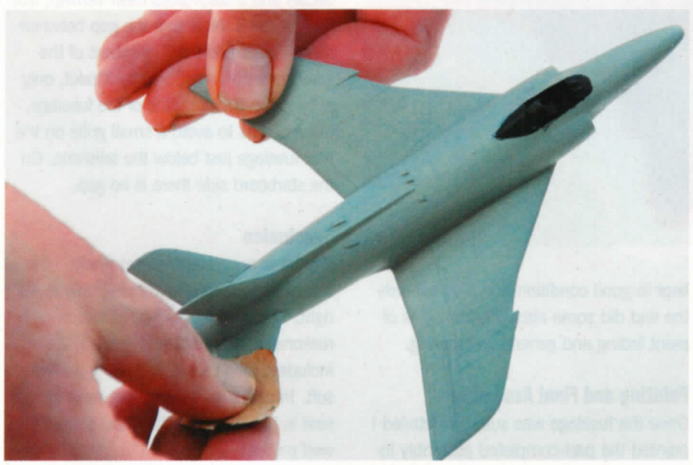


The intake splitter plate is inserted from the back of the intake, through the gap between the intake inner wall component and the main fuselage half

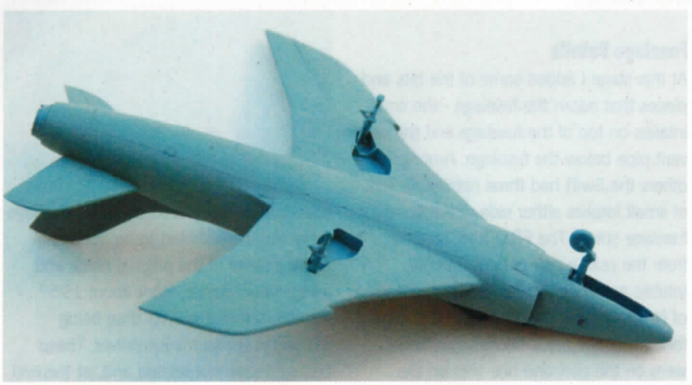
The lower wing was fitted to the assembled fuselage before the upper wings were added, allowing a closer and easier fit at the upper wing-fuselage joint



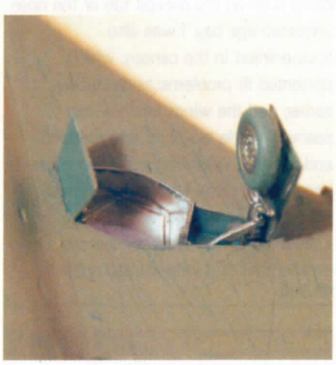
A grey undercoat is brushed on to highlight imperfections



Once the grey undercoat has dried it is gently rubbed down with very fine wet and dry to remove any surface imperfections

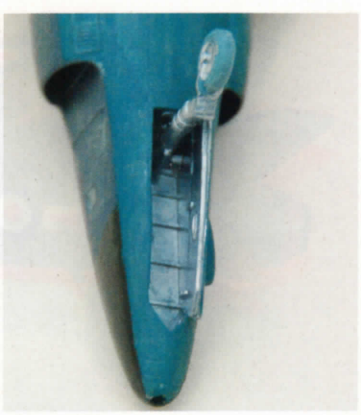


Undercarriage legs are fitted in place and allowed to dry prior to the wheels being attached to enable easier alignment of the wheels when they are attached



Here the undercarriage is shown completed and with a, albeit untidy looking, start having been made on the silver in which the wheels, legs and undercarriage bay are finished

An initial coat of the upper surface colours has been brush painted on the assembled model



The nosewheel bay is seen here partially painted, showing some of the internal detail

revealed that the jetpipe offered in the kit was rather more representative of an aircraft in flight than one at rest, with the vertical, eyelid-like nozzle being more or less fully open. It's something that could be modified easily but I left it as it was.

There are no location points for the cockpit tub or the nosewheel bay, so I used my nose weight mix of Blu-Tack and lead shot to hold them in position for cementing, after which the fuselage halves were joined without problems.

### Wings and Undercarriage

Once again I chose to ignore the instructions and attached the lower wing to the fuselage before adding the upper wing halves to the lower. It's a personal preference but I feel that this sequence makes for a better joint at the wing root. Once the wings were firmly in place, I then attached all the undercarriage legs and struts. This helped the legs stay more or less in the correct position whilst the cement dried because the relatively heavy wheel was not dragging them out of place. Then, once the legs were firmly fixed, the wheels were added and were easily aligned to their correct position, more so than if they had been already attached to the legs. Once the undercarriage was in place, the undercarriage doors followed. The main point of note here is that the inner undercarriage doors are not aligned to the inside edge of the wheel wells, but with the direction of the airflow, and a rather clever forward hinge enables that to happen. This completed, the tailplanes were attached.

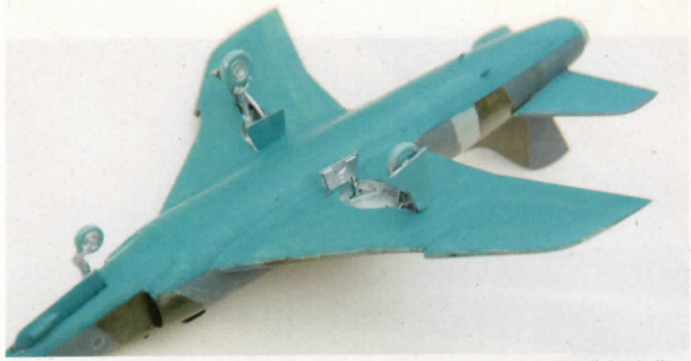
### Fuselage Details

At this stage I added some of the bits and pieces that adorn the fuselage - the small intakes on top of the fuselage and the fuel vent pipe below the fuselage. Among others the Swift had three noticeable sets of small intakes either side of the fin and fuselage spine. The FR.5 had, starting from the rear, a pair of conventional intakes and then, further forward, a pair of NACA intakes and finally, a little further forward again, three intakes of which two were on the port and one was on the starboard side. All three were NACA intakes. The two on the port side had a lump of metal behind them with an angled front face, which presumably acted as some sort of guide for the NACA intakes. On the starboard side was just a plain NACA intake.

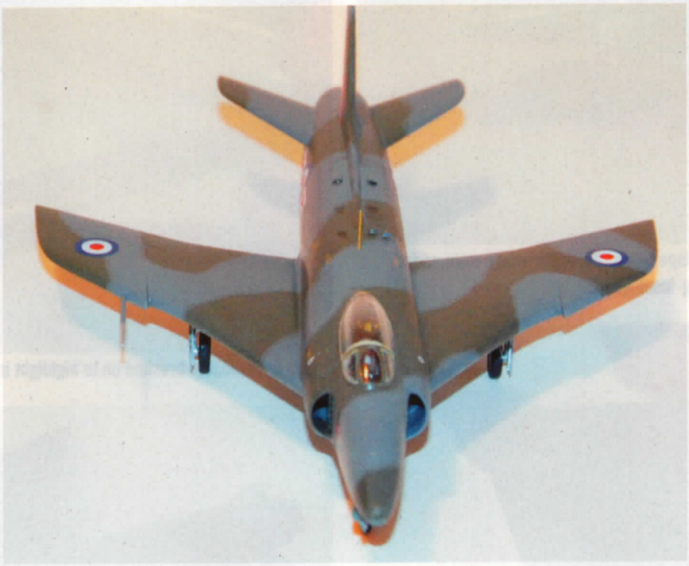
### Colour Options

The FR.5 was initially finished with a disruptive camouflage pattern of glossy BS381C-641 Dark Green and BS381C-638 Dark Sea Grey on the uppersurfaces, with BS381C-636 PRU Blue undersurfaces. The uppersurface colours featured a soft, oversprayed demarcation whilst the PRU Blue was separated by a hard, masked dividing line. Both 2 and 79 Sqn. applied their squadron markings either side of the fuselage roundel. 2 Sqn. also applied fairly large, white, angled codes near the fin tip whilst 79 Sqn. applied conventional style yellow codes just above the blue of the fin flash. These squadron markings remained pretty well unchanged throughout the aircraft's squadron service. At some stage, fuselage serial numbers started to be applied in white instead of the original black and also a slow change, from about 1957, saw the underside PRU Blue being replaced with aluminium/silver. These changes were not related and, at the end of squadron service in 1961, all four possible combinations of white or black serials and PRU Blue or silver undersides could be seen.

Finally, 4 Sqn took over 79 Sqn's aircraft for a month or two and applied its own squadron nose marking on one or two 79 Sqn aircraft, which also retained their original markings. Xtrakit have included decals for this option, which is a nice touch. In general the FR.5s were kept in good condition and only towards the end did some aircraft show signs of paint fading and general weathering.



**The inner, main undercarriage door is attached, not to the edge of the wheel well, but in line with the airflow. An ingenious hinge accomplished this on the original**



### Painting and Final Assembly

Once the fuselage was suitably detailed I painted the part-completed assembly in light grey to highlight any imperfections, which could then be dealt with as necessary. My own preference is for brush-painting. Following the overall grey coat I then added a first coat of the upper surface camouflage of Dark Sea Grey and Dark Green and lower surface PRU Blue.

The canopy was something of a problem. Even when it was lined up correctly with the windshield the sides did not fit onto the fuselage without leaving a pretty large gap. The only solution in the time available was filler (I use Milliput around canopies as it does not fog them), quite a lot of work with the modelling knife and some wet and dry paper.

Next followed a second coat of the main colours, also brush painted, and then a fine, brush painted line of an equal mix of grey and green separating the main camouflage colours, to convey the soft demarcation without resort to an airbrush. Finally came a coat of Klear, application of decals and a semi-gloss clear varnish, this time sprayed. Note that the gap between the 2 letters and the 3 numbers of the fuselage serial, as offered by Xtrakit, only appears on the port side of the fuselage, placed so as to avoid a small grille on the rear fuselage just below the tailplane. On the starboard side there is no gap.

### Conclusion

The kit is accurate, features finely engraved surface detail and simply looks right. The fit of parts is good and a reasonably detailed undercarriage is included, albeit the detail being a little soft. In addition, an excellent resin ejector seat is provided and the decal sheet is well printed.

The chief problem with this kit is the lack of any positive help to locate internal items such as the cockpit tub or the nose undercarriage bay. I was also disappointed in the canopy, which presented fit problems as described earlier, and the windscreen, which seemed a little too blunt and rounded, and was not exhibiting the rather more streamlined slope which I might have expected.

Well done Xtrakit for a generally excellent kit of a long-wanted subject.

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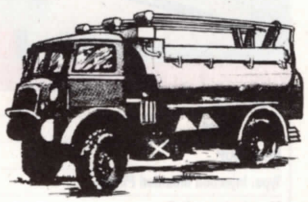
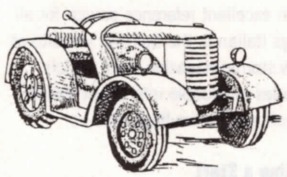
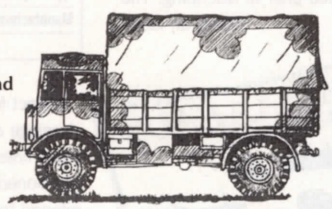


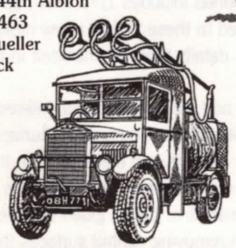


1/72nd David Brown Tractor

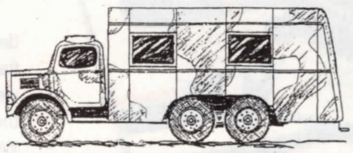
1/76th Matador: Upgrade and GS Body



1/48th, 1/72nd & 1/144th Albion AM463 Refueller Truck



1/76th Austin K6 RAF Crew Coach Conversion



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# Circuits and Bumps Part 3

## Airfix's 1/72 Fiat G.50 Revisited

**Finnish Fiat**
**By Mike Grant**

I clearly remember this kit from the Airfix catalogues of the early 70s, but it was a type unknown to me as a youngster and I never built it. The kit has been around since 1967 in various style boxes, although the plastic inside hasn't changed. I took this one out of my stash thinking it would be a fast build – a quick perusal of the contents shows it's pretty basic in detail and construction – but once I'd started adding a few details it became a slippery slope, and it actually took me quite some time.

For me, one of the most pleasurable aspects of modelling is choosing a colour scheme. There are of course many interesting Italian versions (note that the *Regia Aeronautica* aircraft featured on the box art can't be built from the kit without modification as it has a different 'hump-back' rear fairing), but I was drawn to the G.50 in Finnish usage.

With the possible exception of the Luftwaffe, I doubt any air force in World War 2 was as diligent as the Finnish Air Force in photographically recording its history. I have several reference books on the subject and the quantity and quality of images is astounding. Unfortunately the books are mostly written in Finnish so I'm not sure of the story behind the chosen subject, but I was attracted to the contrast of the regular Finnish camouflage with the replacement wing in its original Italian paint scheme.

An excellent reference source for all things Italian is the Stormo! website at www.stormomagazine.com, which includes invaluable info about Italian aircraft and camouflage colours.

### Making a Start

The fine raised surface detail was lightly sanded prior to rescribing. The Fiat is an ideal subject for this, with its slab-sided fuselage and not much in the way of panel lines. One of the books I mentioned includes 1/72 drawings so I referred to these to add a few more panel details than are included in the kit.

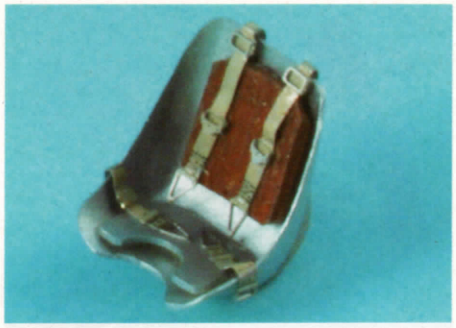
To add some extra visual interest I decided to offset the control surfaces – flaps, ailerons and elevators – so these were cut off using a fine razor saw, and the respective halves glued together. When removing control surfaces they inevitably end up smaller than the apertures they're supposed to fit in, due to the thickness of the saw-blade, and the sanding required to clean up the cuts and thin the trailing edges. To

| TECHNICAL DATA |
|---|
| Scale: 1/72 |
| Kit No: 00046 |
| Price: OOP |
| Type: Injection Moulded Plastic |
| Manufacturer: Airfix |

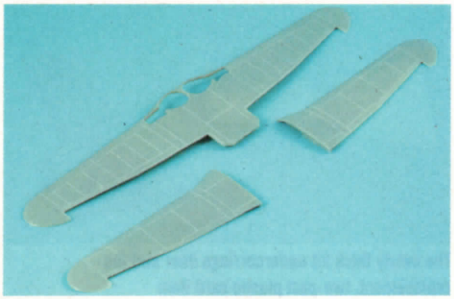
At the time of writing, the Airfix Fiat G.50 isn't listed in their current range. However they're still relatively easy to find

Two of the reference books I used for the project. Although mainly in Finnish, captions are in English. The Sotamaalaus book deals with colours and markings of the WW2 Finnish AF, and includes a couple of G.50 profiles

The newly formed smash-moulded seat, set against the kit pilot to check for size. He should be comfortable enough

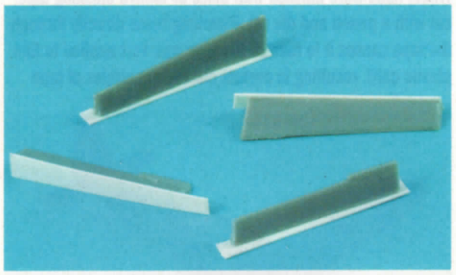


Completed seat. The seat harness is not completely accurate for the type

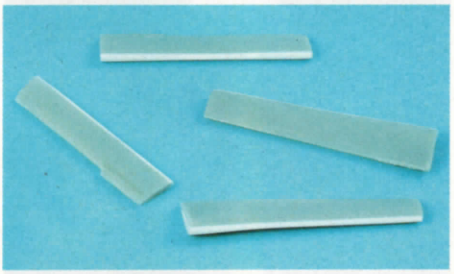


Rescribing has begun on the wings, and the control surfaces have been removed for repositioning

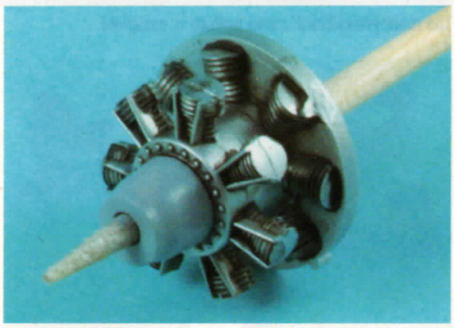
A Dremel motor tool was used to grind the trailing edges of the wings to a more scale thickness



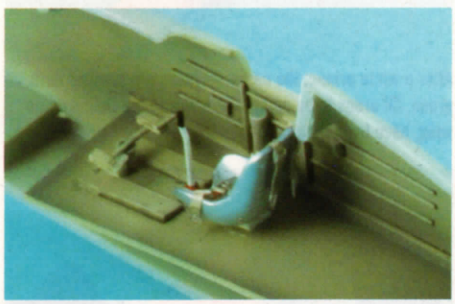
Plastic card shims have been glued to the separated control surfaces to restore them to the correct chord



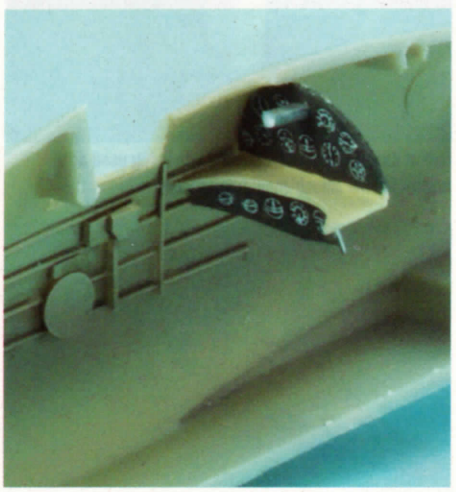
The control surfaces after clean-up and sanding to shape



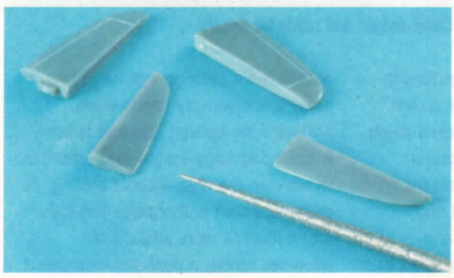
The kit-supplied engine is quite nice straight from the box. Here it is painted and highlighted with an oil wash



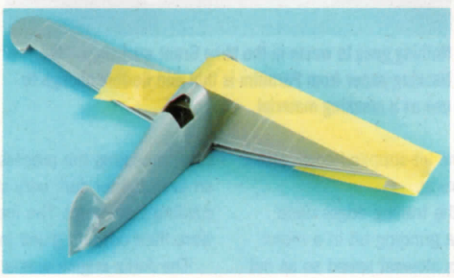
Some basic cockpit detailing has been added, including the new seat



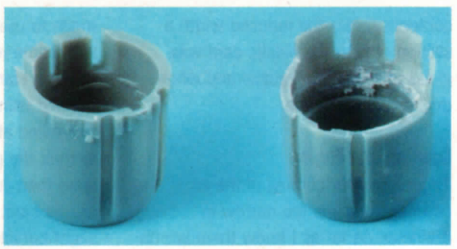
The scratchbuilt instrument panel includes the mount for the gunsight



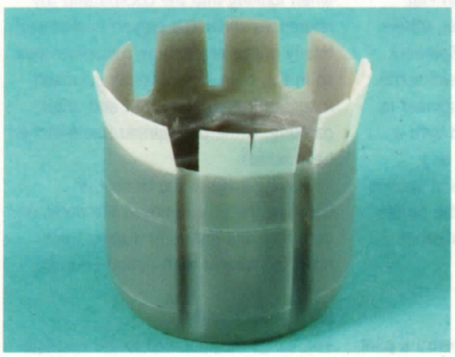
The tailplane elevators were also dropped. A circular section file was used to form a semi-circular trough on the rear of the stabilizers, into which the elevators fitted snugly



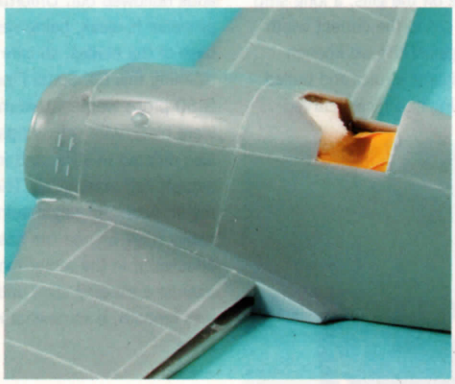
Although the kit's lower wing has dihedral moulded in, it has a tendency to flatten out. Masking tape holds each wing in the correct position while the glue hardens



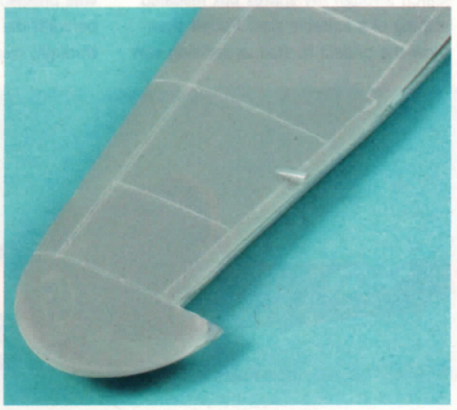
The kit cowling before and after thinning



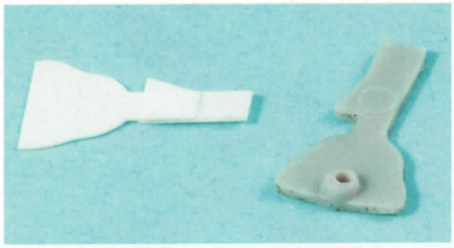
Rescribed, and with separate plastic card cooling gills in place, the cowling looks much better



With the flaps removed it was necessary to blank off the wing roots with plastic card. Note also the louvres on the forward fuselage, which have been added from tiny sections of stretched sprue



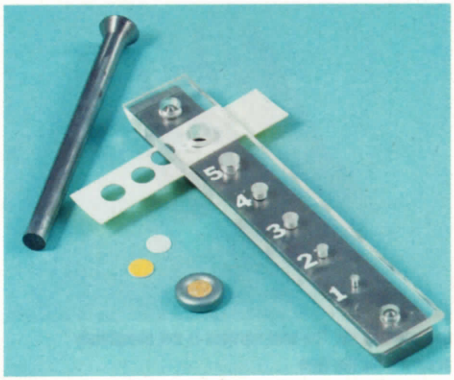
Control cable fairings on the upper wings



The overly thick kit undercarriage door and the replacement, two-part plastic card item

One of the kit's four cockpit canopies being used as a master for the smash-moulding process

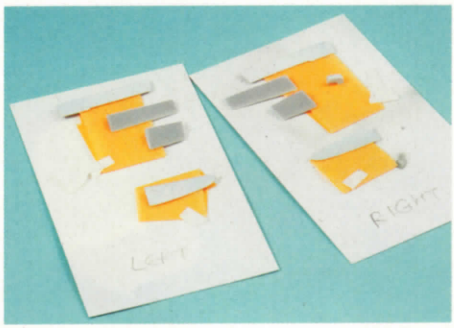
Tamiya yellow, thinned with lacquer thinner, is used to airbrush the fuselage band, wing tips and cowling front



Wheel hubs were masked with discs of Tamiya masking tape, cut with a punch and die set. Punching holes directly through the tape causes it to tear, so the tape was first applied to thin plastic card, resulting in perfect cleanly cut circles of tape

After a white primer, the upper surfaces are sprayed dark green. All areas to be painted yellow, and the Italian camo wing, have been masked off

Nothing goes to waste in the Mike Grant workshop – the backing paper from Parafilm is thin and flexible enough to use as a masking material



Keeping track of control surfaces, wheel-well and cockpit doors

The main green/black camo pattern is complete

Clear-coated and ready for decals

compensate for the reduced width a section of 60-thou plastic card was glued to the leading edges and when dry, sanded to shape.

## Cowling and Engine

The major shortcoming of the kit is the cowling, which is too narrow in diameter. As far as I know there are no aftermarket resin replacements, and a search through my spares box revealed nothing of a suitable size. Rather than allow the project to stall, a decision was made to use the kit-supplied cowl, albeit with some refining.

For a start the trailing edges were thinned using a grinding bit in a motor tool (used at its slowest speed so as not to melt the plastic). The cooling gills were then cut off and replaced by thin plastic card. In order to achieve the slight curvature on the gills, a long strip of plastic card cut to the correct width was pressed against the workbench beneath the edge of a ruler and pulled through, resulting in a nicely curved strip; repeating the process resulted in an even tighter curl, very close to the cowling's diameter. The individual petals were then cut and glued in position.

The Airfix engine was a pleasant surprise, being nicely detailed and needing only careful painting and washing, and the exhausts also had their ends hollowed out. Unfortunately the propeller is weak, being very thin at the base of the blades, so care is needed in cleaning this up. Some Finnish Fiat G.50 props were natural metal, others were black with yellow tips. Spinners also differed in style, and indeed some aircraft had none at all. The spinner in my kit was unevenly moulded with a heavy ridge around the base, so I chucked it in the motor tool and spun it against a sanding stick until the profile was smooth, a somewhat makeshift lathe.

## Cockpit

The fuselage is hollow and there's a pilot and a shelf for him to sit on, so by 1960s standards this was probably considered a detailed interior. By today's, it obviously needs work. Although the cockpit aperture is small, it is open and fairly visible, so I attempted to busy-up the area without getting too pedantic about authenticity. Stringers and a joystick were added from stretched sprue, a floor and instrument panel from plastic card and various off cuts of plastic for sidewall detail. The seat is probably the most visible item when looking into the cockpit and my references showed a curved bucket seat totally unlike anything in my spares box, so in this case a new one was smash-moulded from plastic card and, after painting, some pre-painted photo-etched belts added.

Having gone to the trouble of detailing the pit I removed the doors on both fuselage halves to display them open (consistent with period photos).

## Further Assembly

The wings fit quite well to the fuselage although a little filler is required, as is the case with the tailplanes. The one-

# Heat stretched sprue

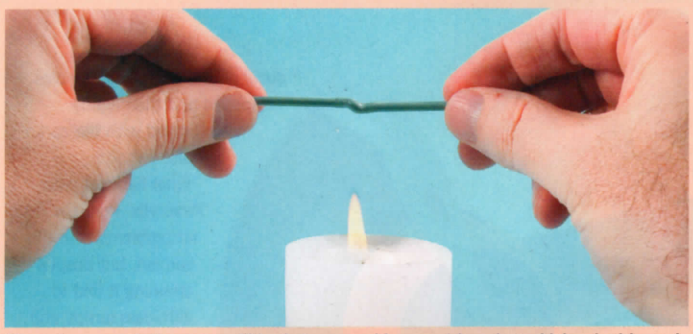
By Mike Grant

I learnt of the impact of heat on polystyrene at an early age when I left a friend's prized Concorde model on top of his mum's cooker. The hot plates weren't on, but the oven was, and within a few hours the Concorde's snoot drooped severely, along with the wings and fuselage.

Styrene is a really versatile material, and with the application of heat can be formed in different ways. One of the most basic modelling techniques is that of stretching sprue (the framework to which kit parts are attached).

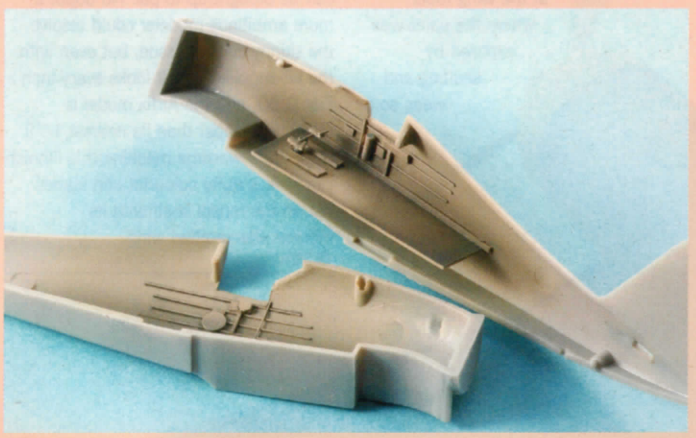
Heat stretched sprue (HSP) has many uses. On the Fiat G.50 model for example, it was used to create the stringer detail on the cockpit side walls, and for a joystick; for the undercarriage retraction struts; for the mass balance weights on the ailerons; for guns, navigation lights, and radio antenna wires.

Where there are large gaps on poorly fitting models, such as a wing-to-fuselage join, a length of HSP laid in the groove and coated with liquid cement makes a great filler, adds strength to the seam and can be sanded and painted like the surrounding plastic. Another useful characteristic of HSP is that it retains the cross section of the sprue, even when stretched. For example, sanding the sprue to a square cross section will result in thin square-section when stretched. For fine struts, sand the sprue to an airfoil section before stretching, while the hexagonal sprues of early Airfix kits can be stretched and cut into tiny hexagonal bolt heads.



After a few seconds the sprue will begin to sag and become 'glossy', at which point it's ready to stretch. If it's smoking, or ablaze, it's past that point...

The control-cable fairings on the Fiat's wings were made by cutting a small section of HSP diagonally

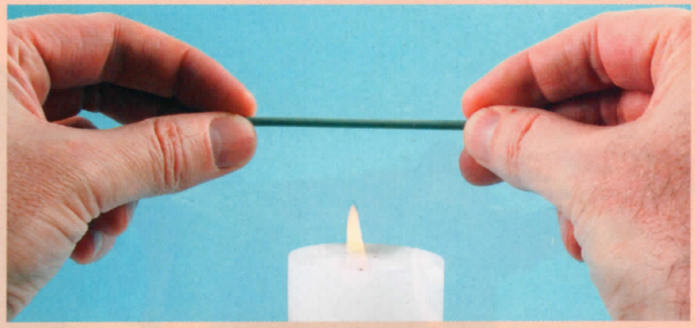


HSP stringers in the G.50's cockpit

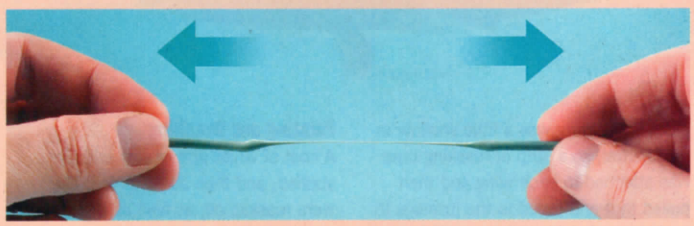
## Aerial wires

Few things finish off a model as convincingly as a super-fine, taut antenna wire. Conversely, few things look worse (and are noticed more quickly) than a sagging wire. HSP would seem to be the ideal material for these items as it's capable of being stretched to a very fine filament, but over time and with changes in humidity and temperature the wires can sag. To some degree this can be alleviated by heating a needle in a candle flame and holding it slightly above or below the sagging wire (without actually touching it, of course). The heat generated should snap the aerial wire taut again. However, it may still sag over time, and the wire is still fragile and will likely snap at the slightest touch.

A more effective method also utilizes HSP, but of a slightly different base material. The sprues that carry small polycaps (many Tamiya kits include them as prop and wheel retainers, as do many of the Japanese Macross/robot kits) are much more flexible than styrene sprue, but can be stretched in exactly the same way – tank tracks in armour kits are often of the same material and come on similar sprues. The advantage of this material is that when stretched it retains its elasticity, so that if an antenna wire is cut slightly shorter than required and then stretched to fit the gap and glued in place securely, it will remain forever taut. Superglue and an accelerator are the secrets to success using this method, as the bond must be instant while the wire is being stretched. It's a bit more forgiving than regular styrene HSP; if caught accidentally while handling the model, its ability to stretch prevents it snapping as readily.

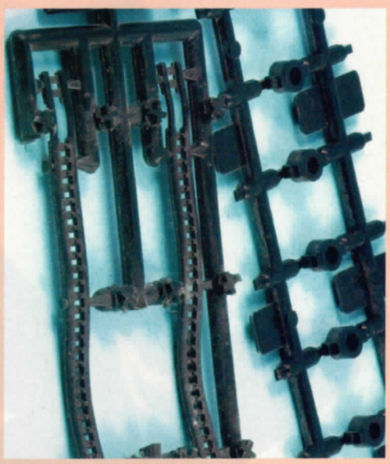


A length of sprue is held over a candle flame. Shorter lengths can be held with crocodile-clips or similar



Remove from the heat source and pull the two ends apart. The speed at which the sprue is stretched will dictate its thickness. Pull quickly for a fine filament, slowly and steadily for thicker sections. When cooled, cut to length

Mass balance weights on the ailerons were formed by holding small sections of stretched sprue a few millimeters away from the side of a candle flame. The heat caused the end of the HSP to well-up into small globules



The secret to taut antennae - the flexible sprues from polycaps and armour tracks

piece lower wing was a little shallow in its dihedral, so a strip of masking tape was attached to each wing and then pulled taut and taped to the fuselage to hold it in correct position while the glue set.

There's not much detail on the undercarriage but then again, the real aircraft's landing gear was somewhat agricultural. Wheel wells are devoid of any detail and should really be boxed in; brake lines from fine wire help liven up the undercarriage legs. The support struts were badly bent on the sprues so stretched sprue replacements were made, and the undercarriage doors are much too thick, but it's a simple enough task to trace their outline onto thinner plastic card and cut new ones to shape – each door should be in two parts.

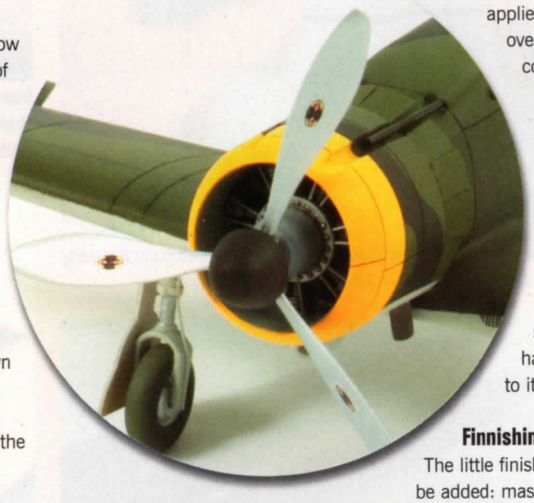
Although Airfix supply four windscreens (!) they're all much too thick, so with room for error I glued one of them to a piece of sprue and used it as the master to smash-mould a new one, using a piece of acetate from some blister packaging.

## Painting and Decalling

A coat of white primer was initially applied, and then all areas to be yellow were masked off, as well as the top of the 'odd' wing. Undersurfaces were then airbrushed with Xtracrylix Light Gull Grey. Although it's acrylic and dries fast, the model was left overnight for the paint to cure fully before masking it all off ready for the upper camo application. The base green is Tamiya XF-58 Olive Green, an acrylic paint but thinned with their own lacquer thinner, and it goes down beautifully. Sections of Parafilm were then cut and applied to mask off the green, and Tamiya black sprayed for the second camo colour. Next, all of the masks were removed and the yellow areas remasked and painted.

The 'Italian' wing was airbrushed using Polly-Scale acrylics, their range of Italian colours being very accurate. A few sealing coats of Future, a panel line wash with various shades of watercolour paint, and the model was ready for decals.

These were output on an ALPS printer, and like the Fiat G-91 in a previous article, included some of the smaller panels and hatches, mostly on the underside. With experimentation a reasonable match with the yellow paint was achieved for the tail number. Some pics of Finnish Fiats show a clear pattern of rivets at the wing roots where the paint was exposed by scuffing and wear, so a decal grid of rivets in silver was applied and then lightly oversprayed with the camo colours.



Final flat coat was Xtracrylix. I usually have no problems with this varnish, but despite straining it first to eliminate lumps and thinning it with Xtracrylix own brand thinner, it didn't spray smoothly and the finish has a slightly coarse texture to it.

## Finnishing Off...

The little finishing touches could now be added: mass balance weights to the ailerons, pitot tubes from hypodermic tubing, landing lights on the leading edges from stubs of stretched sprue, and finally the radio antenna wires.

The kit's vintage certainly classifies this as a classic kit, but despite its age it assembles well and with a bit of care can be brought up to par. No doubt a more ambitious modeler could resolve the skinny cowling issue, but even with the kit-supplied part it looks every inch a Fiat G.50, and the Airfix model is radically cheaper than its nearest 1/72 rival. For a wartime machine this Finnish example is quite colourful and stands out on the model shelf with its incongruous mottled wing.

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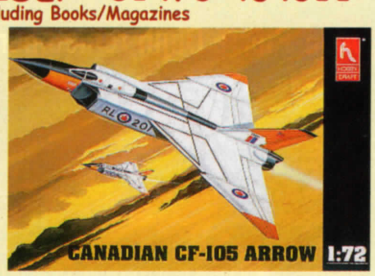


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# Resin Master Passing

## Jean-Pierre Dujin remembered through his work

By Gary Hatcher

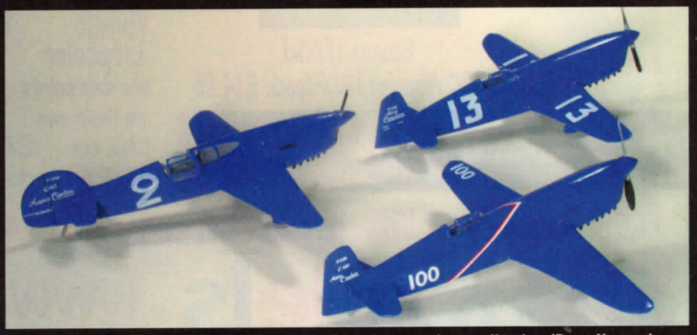
It is with very great sorrow that we learned of the death of Jean-Pierre Dujin from cancer, and modellers in France, the UK, and elsewhere have suddenly woken up to the great loss that his passing will bring to a hobby in which his work had such an impact, and made such a difference to us all.

I never knew Monsieur Dujin. I met him at the UK Nationals on one occasion, but usually we at SAMI only knew him through his astonishing output of small resin aircraft models, which would turn up in batches every few months and be hotly contested by both Editors and members of the review team. There seemed to be no end to the scope and variety of the kits he produced, but looking through the huge range one thing becomes apparent – Dujin made something for everyone, and this is why his work is so valuable, and why its existence enriches us all. No matter what your special interest, there was always a chance that the crucial hole in your collection could be filled by one of his pieces, and though he is sadly gone, this will remain the case, because his models are still out there, circulating through shops, dealers, and collectors, and some will be built, but more will turn up on trade stands at shows to delight some passing modeller who thought that type would never merit a kit.

Everything merits a kit. Jean Pierre Dujin made a great many for a great many people, and we would like – belatedly – to thank him for doing so, and for his support of this magazine over the years.

SAMI

One of a number of Caudron racers produced, DA72268, the Caudron Renault C-366 (Dave Hooper)



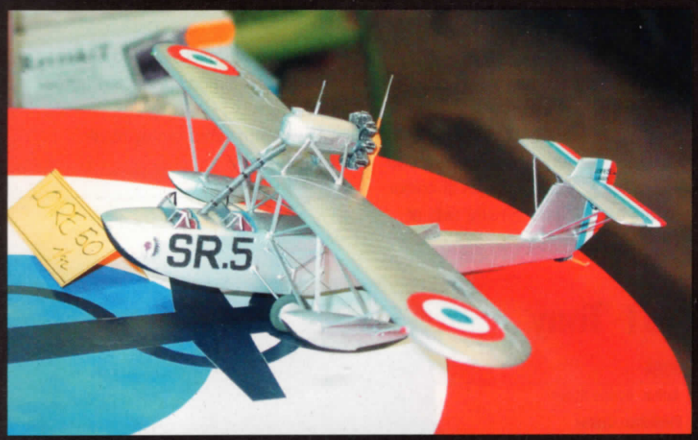

Dujin's racers made up quite a fleet, and built up into a unique collection (Dave Hooper)

DA7207, the Besson MB.411, a French two-seat spotter and observation floatplane from the inter-war period (G. Matherat, photo J.M Poincin)

DA7232. The Nardi FN305 was designed as a trainer and liaison aircraft and the prototype first flew on 19 January 1935 (J.M Poincin)

DA7217, the Caudron C690, a French advanced trainer entering service in the late 30s (J.M Poincin)

DA72219. The Napier Heston 5, a 1940s British single-seat racing monoplane built by the Heston Aircraft Company for an attempt on the World Air Speed Record (Alexandre Bigey)




DA72212. The Loire 501 was a single-engined French liaison and training flying boat, operated by the French Navy, and remaining in service until 1940

DA72235. A beautifully conceived diorama featuring Dujin's Bloch 81 flying ambulance (A.Roy, photo J.M Poincin)

DA7208. The Mudry CAP 10 B – light and civil aircraft were no strangers to the Dujin range (Andy McCabe)

Morane Saulnier MS 130 – a parasol winged French trainer from the 1920s (Dave Hooper)

The Super Ximango 200. Dujin's resins spanned several decades of aircraft design (Andy McCabe)

DA72158. The Lioré et Olivier LeO H-43 was a reconnaissance seaplane produced in France in the 1930s. An order for twenty machines was placed by the Aéronavale (G. Matherat, photo J.M Poincin)

Gliders and sailplanes formed a large part of the Dujin catalogue (Paul Janicki)

DA72235, Mirage I. Dujin's regular parcels always turned up a few surprises (A.Roy, photo J.M Poincin)

ON THE SIDE

## ABC Military Aircraft Markings 2010

Oh to be young and have time on my hands again! I would take this book to the four corners of the earth, and not rest until I had ticked off everything in it.

This is the ultimate plane-spotters bible. A list of military aircraft serials and current known codes, and approximate locations or home bases. Of major use will be the listings covering museum pieces, as these are most likely to be accessible – and there are so many of them! Recommended

**GH**
**SAMI**

**BOOK**
Author: Howard J. Curtis
Publisher: Ian Allan
ISBN: 978 1 85780 327 3
Format: Softback, 224pp

## Heinkel He 111 Vol. 1

This excellent book is soon to become very topical, as Revell's 1/32 kit will be looming large over us all! Following the usual format of Kagero's *Monographs* series, the book is bilingual, Polish and English, and tells the history and development of the aircraft in great detail, with a great many original photographs

covering the aircraft in all aspects of its genesis and service, including a chapter on the bizarre Zwilling.

Given the size of the machine it will come as no surprise to find a number of fold-out pages offering scale drawings in 1/72 and 1/48. These are very well-executed, and the four pages of colour artwork are sublime. Finally, sets of masks are provided in both 1/72 and 1/48.

A thorough package, and a very useful book aimed specifically at the modeller.

www.casematepublishing.co.uk.

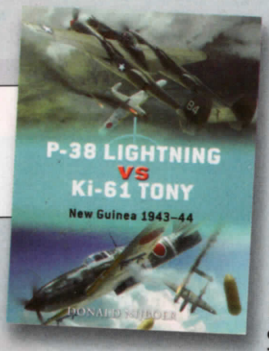
**Barry Brine**
**SAMI**

**BOOK**
Author: Krzysztof Janowicz
Publisher: Kagero
ISBN: 978 83 89088 26 0
Format: Softback, 106pp

## P-38 Lightning vs Ki-61 Tony

I find myself in the embarrassing position of being able to pick the P-38 out of a line-up, but not actually knowing a great deal about what it achieved. This book has gone a long way to redress this, and having read considerably more about its exploits, I now find myself hankering after a model. This is the nature of Osprey's books – they can turn you from a casual browser to a fanatic in almost no time at all.

**BOOK**
Author: Donald Nijboer
Publisher: Osprey
ISBN: 978 1 84603 943 0
Format: Softback, 80pp




The many accounts of combats between the two aircraft make for fascinating reading, and this book, while being well-illustrated and informative from a historical perspective, is very much in that category one would describe as 'a good read,' and is all the more valuable as a result.

**Barry Brine**
**SAMI**

## VF-11/111 'Sundowners'

Osprey's series on Aviation Elite units continues with the legendary Sundowners, a unit probably synonymous with the F-14 Tomcat to many, but one with a rich and long history, stretching from 1942, through deployment to Guadacanal and beyond, to Korea and – significantly – Vietnam, where it employed the F-8 Crusader to very good effect. The unit majored in Grumman types throughout much of its history, and it was flying the Tomcat at the time of its disbandment in 1995. The name lives on with the F-5Ns of VFC-11, who have adopted the unit's heraldry as a tribute to a US Naval Aviation legend.

This book tells the full story, comprehensively illustrated throughout, with plenty of fascinating accounts of combat from all theatres in which the unit served.

**Barry Brine**
**SAMI**

**BOOK**
Author: Barrett Tillman and Henk van der Lugt
Publisher: Osprey
ISBN: 978 1 84603 484 8
Format: Softback, 128pp

## Air War Over Spain

**Aviators, Aircraft and Air Units of the Nationalist and Republican Air Forces 1936-1939**

Classic's Luftwaffe series has built up into an attractive and indispensible collection, and this latest title is an excellent complement to it. Covering all aspects of this important interlude in the development of military aircraft, the book follows the conflict chronologically, and offers a mass of illustrations and artwork covering the many aircraft types employed.

Spain was almost a dress rehearsal for the Second World War, and it is sobering to note how many lessons were learned on the one side, and how many ignored on the other. This book goes a long way to helping the enthusiast understand how this was allowed to happen, and also charts the aerial conflict in this neglected sphere with a depth and clarity that makes this one of the most important aviation history books that has crossed the review desk for some time.

**Jack Trent**
**SAMI**

**BOOK**
Author: Rafael A. Permuy Lopez
Publisher: Classic
ISBN: 978 1 906537 10 4
Format: Softback, 96pp

**The Essential Aircraft Identification Guide**

## Aircraft of the Cold War 1945-1991

Now this is a handy book to have on the shelf if you are one of those dipper-in type of modellers. A lot of us flit from subject to subject, building from the box, amassing neat little collections of smart models without recourse to aftermarket, or really worrying about the precise shape of the wing root fairing or the gull-wing centre section. If this sounds familiar, then this series of brief explanatory guides is exactly the thing you need.

Firstly, they are nicely presented, don't take up too much space, and are absolutely packed with information.

**BOOK**
Author: Thomas Newdick
Publisher: Amber
ISBN: 978 1 906626 63 1
Format: Hardback, 192pp

This volume covers an enormous tract of history, and does so by dividing the entire long period into zones – Europe, War at Sea, Africa, The Middle East etc., and within each section covers the historical context rather than the aircraft in depth. All types involved are represented by colour profiles, well-captioned, and this layout enables the modeller to see at a glance which types belong together in each time frame or specific conflict.

Very useful reference – one of those books you'll come back to again and again.

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Pro Modeller have passed us a selection of their excellent 'How To' DVDs. These very useful guides will not only help you build a specific model, but are full of useful tips, demonstrated on-screen by Phil Flory. Everyone can learn from these, and they are fascinating masterclases in just about every modelling technique you care to consider. Each disc includes a selection of filmed chapters as well as folders of images to enable the modeller to focus on specific details of the finished model and see how it was done.

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ON THE SIDE

Topcolors 15

## Supermarine Spitfire Mk IX

Spitfire fans will be delighted with this latest *Topcolors* release. Landscape format offering colour artwork for twenty aircraft, some with four-views, the book covers the Mk IX right through its service, including a post-war Israeli-operated machine from 1949. All twenty options are included on the two large decal sheets, in 1/72, 1/48, and 1/32.

If you like Spitfires, and are a model-builder rather than a collector of boxes, this is the ideal book for you! Better build them all!

www.casematepublishing.co.uk.

**Barry Brine**
SAMI

**BOOK**

| |
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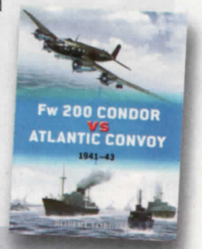
| Author: Tomasz Szlagor, Janus Swiatlon |
| Publisher: Kagero |
| ISBN: 978 83 61220 54 1 |
| Format: Softback, 34pp |

## Fw200 vs Atlantic Convoy

This new title from the Osprey 'Duel' series focuses on the aerial aspect of the Battle of the Atlantic, covering the development of the Condor – the 'Scourge of the Atlantic' – and the various measures taken by the allies in response, and the success or failure thereof. Among the exploits covered by the narrative are the early experiences of the legendary Eric 'Winkle' Brown, better known as a post-war test pilot, who shot down two Condors in frontal attacks while flying Martlets from HMS Audacity.

A nicely conceived story, with all angles neatly interwoven to support the scenario. Also a good read.

**Kevin Took**
SAMI




**BOOK**

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| Author: Robert Forczyk |
| Publisher: Osprey |
| ISBN: 978 1 84603 917 1 |
| Format: Softback, 80pp |

Top Drawings

## Messerschmitt Bf 109F All Models

This latest highly useful item from Kagero will be just the thing with all Eduard's kits just around the corner. The package includes scale drawings of all variants in 1/72 and 1/48 and colour profiles of those aircraft covered by the decal sheet. Also enclosed is a folded A3 sheet with 1/32 drawings, making this book the perfect package for modellers in all scales. Scrap views of weapons and bomb racks are included as well, and with captions in both Polish and English, no detail seems to have been left out.

The decal sheet offers seven aircraft in 1/72, 1/48, and 1/32. Printing is to the usual high standard, and Kagero are to be commended on this series, as it really does offer something extra special for the modeller.

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**Jack Trent**
SAMI

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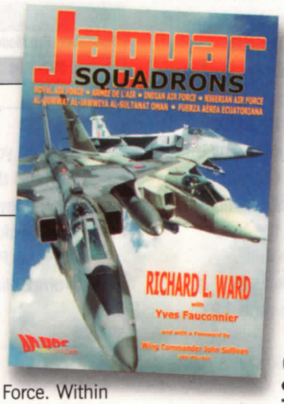
|---|
| Author: Mariusz Lukasik |
| Publisher: Kagero |
| ISBN: 978 83 61220 63 3 |
| Format: Softback, 24pp |

## Jaguar Squadrons

With nearly 500 illustrations covering the Jaguar's entire service history, this has to be one of the most comprehensive and thorough compilations on the type ever published. As an illustrated volume it is simply breathtaking, with not an inch of wasted space, and every page alive with action and colour.

The format is simple. Every page is covered with colour photographs of the Jaguar, accompanied by intelligent, informed captions. The book is laid out in a series of chapters, each covering a particvular air force operating the type, and these include the RAF, the French Air Force, India, Ecuador, Nigeria, and the Royal Omani Air Force. Within these sections, where appropriate, sub-chapters divide the images up by unit or squadron, and nothing is left out.




With a description of the role and history of each unit as well, this is a well-planned and beautifully presented book, and a fitting tribute to a handsome aircraft. Highly recommended.

**GH**
SAMI

**BOOK**

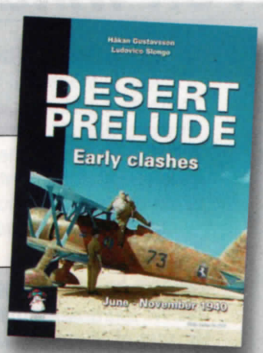
| |
|---|
| Author: Richard L. Ward |
| Publisher: Ad Hoc |
| ISBN: 978 0 946958 51 1 |
| Format: Softback, 160 |

## Desert Prelude - Early Clashes

**June – November 1940**

This is a very respectable historical volume that will be of immense appeal to those who like to take their modelling beyond the workbench. Laid out in a sort of diary format, each day's combat is outlined in detail, giving the reader an insight into a period in the air war history of WW2 usually overlooked. With not a Messerschmitt or Spitfire in sight, the book focuses on the dogged slogging matches between the outmoded backwaters of the respective air arms of Italy and the UK. Frequently involving all-biplane dogfights, it is a story both fascinating and – at times - astonishing

With the eyes of the world focussed on events in France and Britain, and modellers by and large wrapped up in the same, it is good to see a book covering this other 'forgotten' war.




Highly recommended.

**David Ricketts**
SAMI

**BOOK**

| |
|---|
| Author: Hakan Gustavsson and Ludovice Slongo |
| Publisher: Mushroom Model Publications |
| ISBN: 978 83 89450 52 4 |
| Format: Softback 224pp |

## Messerschmitt Bf 110 Vol. 1

Kagero have reissued this as a second edition, and included masks in both 1/32 and 1/48, and with all the excellent kits now available in both scales, it is a welcome revision. Polish and English text are accompanied by a large number of excellent black and white photographs, while the colour artwork occupies eight pages at the end, as well as an impressive fold-out centre section.

Best of all are the drawings, which are designed to explain the sometimes confusing differences between the different variants. These are provided in 1/72, with external changes shaded in – an excellent innovation.

All in all this is a very useful reference work for anyone approaching the type, offering history, detailed scale plans, inspirational artwork and, of course, those very useful masks. Recommended.

www.casematepublishing.co.uk.

**Barry Brine**
SAMI

**BOOK**

| |
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| Author: Marek J. Murawski |
| Publisher: Kagero |
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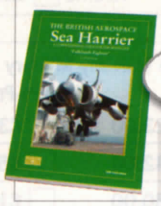

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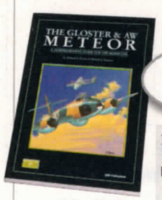

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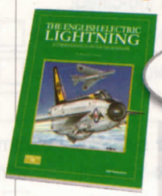

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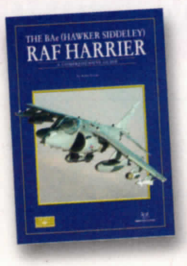

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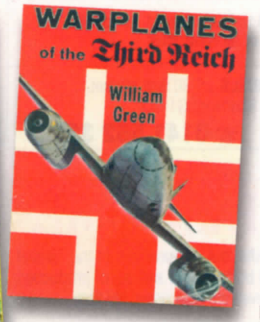
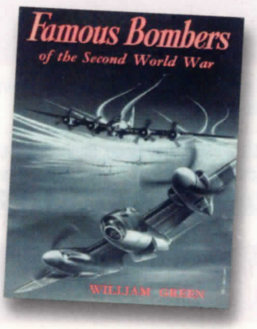
## William Green Remembered




I'm prompted to put digit to keyboard by a minor slip in John Ratzenberger's article on the Frog Whitley in the February issue. First of all, many thanks to John – I still have an original Whitley on the stocks somewhere, and this might just tempt me to dig it out.

However, Peter Green was (and remains) a jolly fine blues guitarist, but I doubt that the old boy would claim credit for the *Famous Bombers* books written by William Green and first published in 1959. I wouldn't normally comment on this kind of slip of the pen/word processor, except that some readers won't know that William Green died in January. Younger modellers may not be aware of the enormous debt they owe this man, who from the fifties to the early nineties set the standard by which aviation reference works are judged. Apart from the *Famous Bombers* (and *Famous Fighters*) volumes, he was also responsible for the monumental *Warplanes of the Second World War* series, plus *Warplanes of the Third Reich*, which no Luftwaffe modeller should be without, and, of course, the whole series of *The Observer's Book of Aircraft*, plus many others. He was one of the founders of the modern aviation enthusiast magazine, having made major contributions to, or actually founded, *RAF Flying Review*, its successor *Flying Review International*, and their descendants, *Air Enthusiast* and *Air International* – the last of which is still going strong, though no longer historically orientated.




Without the work of William Green and his colleagues and contemporaries (Gordon Swanborough, Bruce Robertson, Peter Endsleigh Castle, Gert Heumann, and all those marvellous Putnam authors, many sadly no longer with us either), we would not today be blessed with the enormous riches we enjoy in the field of aviation history and reference literature. He laid a large part of the foundation of my, and many others', interest in the world of historical aviation, and will be very sadly missed. Thanks, Bill.

**Garf Bailey**
**Princes Risborough, Bucks**
**SAMI**

## Hawk Doors

I hope that you do not mind a pedantic, nit-picking comment on the Hawk T.1/T.1A Modellers Profile in the March issue (Volume 16 issue 3) of *Scale Aviation Modeller International*. In the build of the Italeri 1/48 Hawk T.1 the inner faces of the inner main undercarriage doors are shown painted in a light grey, which is incorrect for black-coloured Hawks, on which from the earliest test examples in that colour scheme these have been black. The build of the 1/72 Airfix Red Arrows Hawk correctly shows the doors as red for that scheme.

All other undercarriage doors and legs on both schemes are Light Aircraft Grey while the bays themselves are a dirty white. On the earlier Red/White/Light Aircraft Grey, Dark Green/Dark Sea Grey and Air Defence Grey colour schemes the inner faces of the inner main undercarriage doors had been Light Aircraft Grey as well. Italeri's instructions are at fault in this respect, and the modeller has presumably followed these.

I have attached a couple of images showing the current styles of door painting on a Red Arrows example at the Leuchars Airshow in September 2009 and a FRADU aircraft during Exercise Neptune Warrior at RAF Kinloss in October, 2010. With the latter I have included a shot of the leading-edge protection tape that most, if not all, Hawk aircraft carry. This turns a yellow-brown colour with exposure to sunlight, and with the myriad of trapped air bubbles it should present a challenge to modelling in any scale.

**Des Brennan,**
**Montrose, Angus**
**SAMI**

## Yellow Auster

Re. your Auster issue. The overall yellow profile for the RCAF is inaccurate - the RCAF only used the 'low-visibility' fin-flash with the two-inch white stripe on all types before the introduction of the Red Ensign on (other types) aircraft. I have written several books on the topic of Canadian military markings. Please see attached photo of the aircraft in question.

**Patrick Martin**
**SAMI**

ON THE SIDE

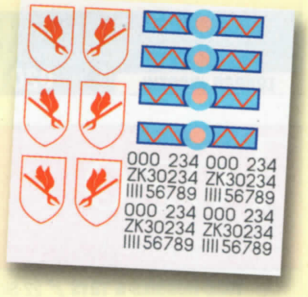
## Silver Story

I don't know whether this is old news or not for aviation modellers but for a while I have used Hagesan Silver Restoring Polish - around £12.00 for 50ml from places like B&Q or household hardware websites. If you have made your own struts, probes, gun barrels - but mostly hydraulic rods - in brass tube or wire, after a polish with Brasso or Duraglit, a swipe over with this Hagesan polish will silver plate the surface giving a chrome look to your component. Matt laquer it for aluminium, etc. It's only a thin plating but more durable than paint, and a good way of making oleo legs gleam!

By the way, I have recently built a Revell 1/32 Typhoon FGR4 for a friend who is to be part of the new No. 6 sqn. 'Flying Can Openers' eventually at Leuchars...

While everyone is guessing how the new aircraft will be marked, I have it on good authority that they will sport a white shield outlined in red, carrying the red can opener and the red zigzag on pale blue Gunnery Bars either side of the roundel. Place your bets.....

**Jeremy King**
**Via Email**
**SAMI**



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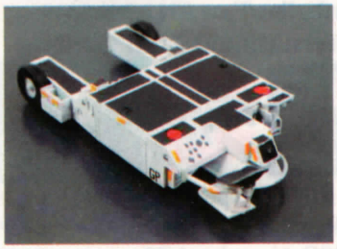
# Occasional Scraps from a Modeller's Diary

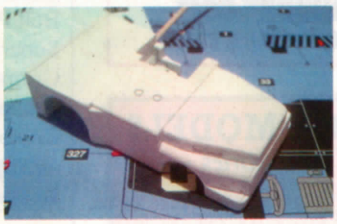
**By Gary Hatcher**

'Occasional scraps' implies a few gleanings skimmed from an enormous surfeit of creativity that has been going on at a busy workbench day in and day out, from which the contented modeller occasionally surfaces to jot down hurried notes. Sadly, the bold intention has been overtaken by harsh realities, and thanks to a number of circumstances conspiring against me, I have actually managed to perform almost no modelling since the last time the magazine deadlines reared their demanding heads. Consequently, the 'occasional scraps' offered here are pretty much all there is.

Firstly, my magnifying lamp blew a bulb. Not a problem, you might think. Get a new one. This is all very well when you can get them at Tescos on the way back from dropping the kids at school, but faced with the need to disassemble the lamp, identify the bulb, find one online and actually get round to ascertaining which of the heavily overextended debit cards might sustain the meager price has proved one of those tasks – like masking an enormous canopy – that 'I'll do tomorrow.' It's one of those things like fixing a bicycle tire, or grouting the bathroom sink. It ought to be easy, it needs to be done, but it isn't, and it doesn't…



So, without this crucial tool, my occasional night-long descents into the tiny magnified world of the lamp have been curtailed, and I have been obliged to find something else to do in order to distract me from Celebrity Dancing on Ice. With the Wyvern at a stage too dependent on my actually being able to see what I was doing, I made some progress on a Firefly Mk I, which has been awaiting major assembly for about two years. This made it as far as the point at which I needed to manufacture the wing armament, at which point cutting up tiny pieces of Revell Contacta cement-applicator tube proved a bridge too far, and I was obliged to find something less eye-intensive.



Fortunately at this point life intervened, and my appointment as Editor of Military Aircraft Monthly removed all possibility of any spare time for modelling until the dust settles and I have a working schedule rearranged, so that solved that problem. Being a crazed addict to the hobby, however, I found myself in need of some kind of connection, and it was after an evening spent poring over enormous hi-resolution pictures of US Navy jets that I remembered the Skunk truck.

Or, to be precise, the 1/48 Skunkmodels MD-3 Navy Tractor, received the previous month from LuckyModel, who have been passing on Skunkmodels and Wolfpack items to us like there is no tomorrow. Not that anyone here is complaining. The kit features two vehicles, with crew figures, and represents a fairly innocuous little towing-tractor as seen on any modern US carrier deck. Further kits of additional vehicles are now released, and they exert a strange fascination. Looking at the pieces it seemed a simple build that could be knocked up together out of the box for a relaxing evening's modelling, sprayed with Halford's White primer, and finished in a trice. And so it can… but not by me.

My mistake was looking up pictures of the thing. Wolfpack's kits are tidy little jobs, but after two years of 1/35 armour I am unable to look at a moulded grill or louvre without my fingers twitching. Before I knew what I was doing it was out with the scalpels and drills, and the grills were being cut out, sanded to a more scale thickness, and etched mesh backing applied. Next I need some blue lenses from littlecars.com – which I will get round to ordering about the same time as the lamp bulb – and I'll want to scratchbuild a control panel and then… oh bother! Now I need a Hawkeye to sit it next to… and a Hornet… and a Viking to put that cracking wingfold on… and a… and a…

It's another slippery slope. Like the magic lands at the top of the Faraway Tree, the Fleet Air Arm has revolved out of reach for the moment, and a new agenda is opening up. I am in a strange new lo-vis grey world of big Navy jets about which I know little or nothing.

How will I ever get it all done?

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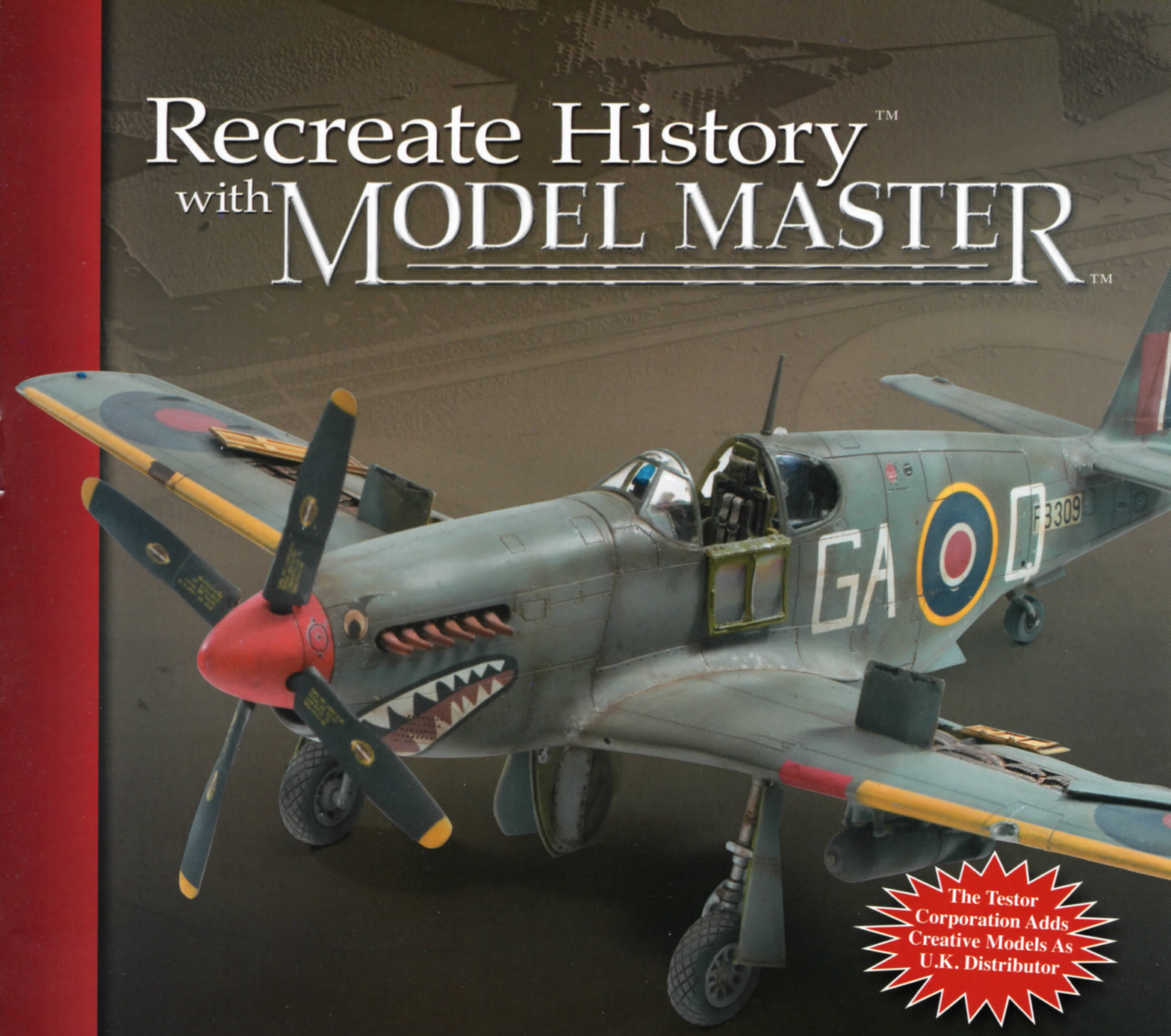


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